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Minneapolis Planning Department
350 South Fifth Street, Room 210
Minneapolis, MN 55415-1385
(612) 673-2597 Phone
(612) 673-2526 Fax
(612) 673-2157 TDD

MEMORANDUM

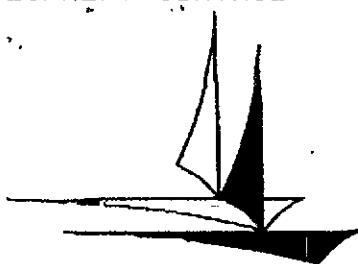
DATE: May 7, 2002

TO: Council Member Gary Schiff, Chair, Zoning & Planning Committee
Members of the Zoning & Planning Committee

FROM: Jason Wittenberg 

SUBJECT: 4601 Hiawatha Avenue

Holiday Stationstores, Inc. has filed an appeal of the City Planning Commission's decision of April 15, 2002, denying their applications for site plan review and two conditional use permits (to expand the existing automobile convenience facility and operate 24-hours per day) at 4601 Hiawatha Avenue. Relevant information is attached.



City of Minneapolis
Inspections Division of Regulatory Services
Office of Zoning Administration
250 South 4th St. Room 300
Minneapolis MN 55415-1316
612-673-5836
Fax 612-673-3173

Notice of exception
To the Decision of the City Planning Commission

A complete application¹ shall be filed in the zoning office by 4:30 p.m. within ten (10) calendar days of the date of decision by the city planning commission.

MAILING/OFFICE ADDRESS:

Zoning Administrator
Office of Zoning Administration
Public Service Center
250 S. 4th St. Room 300
Minneapolis MN 55415-1316
Office: 612-673-5867
Fax: 612-673-3173

Date: April 23, 2002

RE: 4601 Hiawatha Avenue
(address)

File No. BZZ-544

I, Holiday Stationstores, Inc. do hereby file an exception to the Decision of the City Planning Commission as provided for in Chapter 525.180;

525.180. Appeals of decisions of the city planning commission or board of adjustment. All decisions of the city planning commission, except zoning amendments, and all decisions of the board of adjustment shall be final subject to appeal to the city council and the right of subsequent judicial review. Appeals may be initiated by any affected person by filing the appeal with the zoning administrator on a form approved by the zoning administrator. All appeals shall be filed within ten (10) calendar days of the date of decision by the city planning commission or board of adjustment. No action shall be taken by any person to develop, grade or otherwise alter the property until expiration of the ten-day appeal period and, if an appeal is filed pursuant to this section, until after a final decision has been made by the city council. Not less than ten (10) days before the public hearing to be held by the zoning and planning committee of the city council to consider the appeal, the zoning administrator shall mail notice of the hearing to the property owners and the registered neighborhood group(s) who were sent notice of the public hearing held by the city planning commission or the board of adjustment. The failure to give mailed notice to individual property owners, or defects in the notice, shall not invalidate the proceedings provided a bona fide attempt to comply with this section has been made.
(2000-Or-034, § 2, 5-19-2000)

Further, I do hereby request that I be given an opportunity to express by case before the proper committee of the Honorable City Council.
The action being appealed and the reasons for appealing the decision are attached and made a part of this notice of exception.

Sincerely, Holiday Stationstores, Inc.

(Name) David D. Hoeschen

P.O. Box 1224
(Address) Minneapolis, MN 55440

(Telephone) 952/830-8727

¹ Complete Application - includes a completed application form and attached statement explaining the basis for appeal, correct fee and mailing labels
BZZ-

10/00/00
appeals CPC.doc

Holiday Companies

GEN. OFFICE: 4567 WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224, MINNEAPOLIS, MN 55440 / PH: 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE: 5501 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55440 / PH: 952-921-5200 / FAX 952-921-5295

Direct Dial: 952/830-8727

Fax: 952/830-1681

E-mail: dave.hoeschen@holidaycompanies.com

April 23, 2002

Zoning Administrator
Office of Zoning Administration
Public Service Center
250 South Fourth Street, Room 300
Minneapolis, MN 55415-1316

HAND DELIVERED

**RE: Site Plan Review, Conditional Use Permits; BZZ-544
Holiday Stationstores/4601 Hiawatha**

We are in the process of acquiring an existing Conoco gasoline/convenience store business located at 4601 Hiawatha Avenue. As part of the acquisition and conversion of the existing Conoco station to a Holiday Stationstore, we wish to remove the existing car wash, make a small addition to the existing building, and generally renovate the property. In addition, we wish to extend the hours of operation of the business to 24 hours. City of Minneapolis Staff indicated that we needed to have the Planning Commission's approval of our site plan, as well as conditional use permits before we could be issued building permits and before we could operate on a 24 hours basis. On April 15, 2002, the Minneapolis Planning Commission denied our requests for Site Plan Approval and Conditional Use Permits.

The Planning Commission's reason for denial is that the City hopes to see a use other than a gasoline/convenience store on the property at some time in the future. The Planning Commission indicated that if our requests were granted, we would make improvements to the property. These improvements would make the property more valuable and therefore, more expensive to the City if the City wished to acquire it at some time in the future. In addition, our understanding is the City does not wish to see the property modernized because such modernization would extend the useful life of the business on the property.

A conditional use permit allows the City to put reasonable conditions on certain businesses to ensure that they do not have a negative impact on a neighborhood. None of our requests would negatively impact the neighborhood. We do not believe refusing to allow a business to renovate and modernize is reasonable. Such a position by the City would deprive the property owner of the value of its business and it would deprive us of our right to conduct a legitimate business on the property.

The Planning Commission's reason for denying our 24 hour conditional use permit was that there was a concern we would sell beer to people at night and concern that 24 hours may not be appropriate if residential develops on adjacent property. We would offer to eliminate beer sales entirely from this store if the City so desires and we will agree to cease 24 hour operations if residential develops on adjacent property.

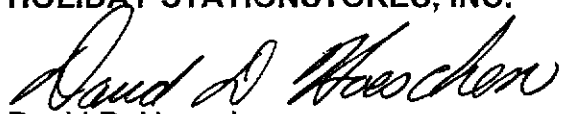


Zoning Administrator
April 23, 2002
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We respectfully request that the Honorable City Council of Minneapolis overturn the decision of the Minneapolis Planning Commission and grant us site plan approval as well as the requested conditional use permits.

Sincerely,

HOLIDAY STATIONSTORES, INC.

A handwritten signature in cursive script, reading "David D. Hoeschen".

David D. Hoeschen
Director of Real Estate

DDH/rks.5

**Excerpt from the
Monday, April 15, 2002
CITY PLANNING COMMISSION
MINUTES
220 City Hall
Minneapolis, Minnesota 55415
4:30 p.m.**

14. 4601 Hiawatha Avenue (12th Ward - BZZ-544, CUP)

Application by Holiday Stationstores for a conditional use permit to allow alteration and expansion of an existing automobile convenience facility (to include elimination of an existing car wash). (Staff, Jason Wittenberg)

Jim Voll presented the staff report.

President Martin noted that this fell within the area of the planning that had been done for the 46th Street LRT station area, all of which had been approved. Because it was an existing use and it had been in business for quite a long time, would it fall under the provisions of that plan?

Voll, staff, replied yes and no. The use wasn't what the plan envisioned for the corner. If you look at the plan and you can see that it doesn't say a gas station. The use was obviously not in conformance with the plan. However, until someone from the City, a public entity or a developer wanted to buy that property and tear it down or sell, unless there was some sort of development proposal, they were legal in existing. He thought the Commission could look at the expansion as to whether they thought it was in conformance with the goals of the LRT Plan, that was fair, but to say whether the use was, was a moot point. He handed out a letter from the Longfellow Community Council that he received just before the meeting. There should also be a letter from the NENA neighborhood that what was handed out earlier.

Commissioner Bradley stated that none of the drawings showed a curb cut on 46th Street eliminated.

Voll, staff, replied that the applicants drawings showed a curb cut there, but staff was recommending, based on Public Works recommendation, that the curb cut be closed. Closed means the street, the curb, the sidewalk was all restored, it was not just putting a chain across it. The drawings did not reflect that condition.

The public hearing was opened.

Victor Sacco, Holiday Companies, Senior Manager of Real Estate, indicated that he agreed with everything in the staff report except the item about the signage. They were in the business of selling gas and it was about the only industry that he knew of that advertises the gas price as you drive. The sooner that they could notify customers of what their price was and give them the choice, the better. They also wanted to have the opportunity to have signage that met the ordinance. Being at all of the staff meetings and meeting with some of the neighborhood people, they had come up with the conditions. They agreed with all of the other conditions, turning off the speaker box after 10:00 in the evening to help mitigate anything that might adversely affect their being there. That [the sign] was the one issue that they would like to have what the ordinance allowed for signage.

Greg Bastian, indicated he was a member of the 46th Street Steering Committee for the Master Plan involving the LRT station. One of the things that had already been mentioned by staff was that the variances being asked for did not really meet the goals set forth in the LRT planning. The traffic study had not been completed to know what traffic would look like on 46th street with the 40 additional buses that would be going to and from, East and West on the street. There was also additional planning to put in additional concrete that would prevent left turns into the access road that would be used as an entrance on 46th Street to the Connoco station. When MNDot talked about what the future would look like during the next few years on 46th Street, they envisioned traffic backed up at rush hour between Hiawatha and Minnehaha Avenue and that there would likely not be access to 46th Street at all. Without having a traffic study done within the report by staff, it was unknown as to whether or not those estimates were valid. He would think for purposes of approving an expansion going from 600 square feet to 1400 square feet for a convenience store, they were talking about an operation that had a very small amount of convenience foods to one that would fit more fully the definition of a Super America such as the one on Minnehaha Parkway and Cedar Avenue and other stations that had a full line of groceries and convenience foods. This provides difficulty because the LRT station was supposed to be pedestrian friendly and provide easy access. This was but one additional way that pedestrian access would be limited by people going in and out of one access road where there would be additional congestion and because there was nothing in the report which specifically talked about whether or not there was an even trade off between people who use the drive-through car wash versus people who buy food without buying gasoline. It was unknown as to whether there were going to be more people going in and out of this location. It was already very hard to get in and out and it was congested on 46th Street. Within a few months it would be even more so. To expand this use or increase traffic at this location was a poor use, not conforming with the goals of the master plan, which was a consensus plan reached by 500+ residents and certainly not good for the businesses located further down on the strip mall, the Burger King and the other stores. As he understood, the Planning Commission looked at safety, impacts on other businesses and whether or not there were any development plans that were impeded by the adoption of the variances. There was a safety issue. The Commission would be able to determine that if they laid this over and found out what the traffic study would reveal. He thought a filling station with only one access point, which he visualized as entirely possible in the future, only going Northbound on Hiawatha Avenue, that this could pose a great deal of difficulty for the business to be viable. When you are talking about people who would be using it for a bus transfer point, people cycling and going through, they would be walking on that sidewalk and if there were an increase in traffic going in and out, that posed a safety issue. If they were talking about impacts on other businesses, any further congestion at the North end of the access road would impair the businesses further down, Chinese Gardens, Blockbuster Video and several other businesses on the Mall. He thought that there were reasonable doubts that could be raised about the variance. He agreed that the continued use of the facility for what it currently was, was contemplated and looked at by the people who met and talked about what the master plan would look like and until the business is sold or something else happened, it could continue to be a convenience store with a car wash and filling station. But, to increase the number of cars, to increase the amount of congestion without knowing what the ramifications would be in terms of traffic management, it was also a County road and not knowing exactly what this would look like as far as impeding MTC

when buses are going through at rush hour, which was when most people would want to buy something. It would be the morning and evening rush hours when people would be going in and out of the convenience store to buy coffee, chips, sandwiches. They may buy gas, they may go in there for a separate trip. He had gone into Super America Stations to buy cappuccino and a sandwich and didn't always buy gas. He would represent one of the people that would be an extra trip to the Connoco station if they had a full line of snack foods available. He thought that it should not be accepted. Absent the Commissions rejection of it, he thought it should be laid over. They had until May 18th to act on this. He suggesting laying it over to get the traffic study, find out what MNDot was saying, what MTC was saying about what would happen on 46th Street. Trying to create pedestrian friendly zones, which would be a reality once the station was up and the light rail was running and with the additional buses going in and out, this was troubling in terms of its use and potential abuse of the idea that they could continue with a business without changing it. The question was what is substantial change in a business? He thought this was a substantial change, the Commission may think not. But he thought until they knew what the impacts were on traffic and some of the other things which the City of Minneapolis was very interested in seeing the light rail succeed, seeing that Metro Transit succeeds, it was important not to rush into an approval of these variances. Finally, there was an additional item that the Minnehaha Creek Watershed District had to give approval to any sort of expansion going on within the Watershed District Area. That would be sought, but had not yet been sought. It would be nice if people had their "ducks in a row" and that you knew what the traffic would look like and if it was acceptable to the Watershed District and you know that these things were appropriate. It was a good process. He thought that the plan was a good plan.

Council Member Colvin Roy, 12th Ward, stated that she thought Mr. Bastian from the Nokomis East Neighborhood had already highlighted the biggest difficulty that the community was having with this request. That was that over 400 people participated in a year long process to devise a land use plan for the half mile area around the 46th Street station. She passed out a copy of that to the Commission. The community was divided. In the extensive participation that they had it was a challenge to get to a consensus plan, but they did. To get the broad community "buy-in", people were assured that businesses that were currently there were not going to be kicked out. Some participants showed up specifically because of the Connoco gas station. They were dealing with the basic feeling that that business served community residents. On any nice day, the line for the car wash is usually 4-5 deep, so many people use it and they don't want it to leave. Having said that, they have a vision for the neighborhood that they were hoping to achieve over the next 20-25 years. That really was centered on a new small park, a new town square, which would be East of the Connoco site and in very near proximity to the LRT station. Pedestrian friendly environments were new for a lot of people in this community, but there was a broad consensus supporting it. She wanted to concentrate on the conditional use permit for an expansion to 24 hours. Having laid the framework that a lot of people in the community were hoping for this area to change over to match the master plan that they had developed. In the recommendation in the staff report, Mr. Wittenberg alluded to the fact that the 24 hour CUP could discourage future residential construction. In fact, if there was housing there now, the staff recommendation would probably be to deny the 24 hour expansion. She wanted to encourage the Commission to think about that area, not as it existed now, because as she understood the Commission needed to make a finding that the proposed use would

not be injurious to the use and enjoyment of other property and would not impede the normal or orderly development and improvement of a surrounding property. It seemed to her that was the case that a 24 hour use on this site would impede the development of residential structures around there that the community envisioned. She was not arguing that the gas station didn't belong there, it was a growing business and it did belong there. But expanding to 24 hour use of this site could really impede the development that the community wanted to see in future years. She had a lot of contact with community members in Longfellow and Nokomis and thought the Commission had a letter from the Nokomis East Neighborhood association expressing their disappointment in this because they were looking forward to a change in that area of 46th Street. She had a lot of contact with residents. They had a long meeting at Longfellow Community Council to discuss many issues. She had also received calls and Emails at her office to say that they wanted a gas station there and therefore they would support the Holiday proposal. There wasn't overwhelming (feeling) one way or another. The land use plan was adopted by the City Council and they were in the process of amending the Comp Plan and that had to count for something. She wanted to be clear that one of the rumors that she had heard from the citizens who had been contacting her was that the City would like to remove the Connoco to build Section 8. There was no proposal that she knew of or had heard from staff or any developer for housing on the Connoco site now, Section 8 or otherwise. There was no one talking to her about housing there. This was truly about how the area could develop in the future. When the Commission got to the decision about the site plan, should you approve one of the CUP's, it had been pointed out that the site plan because Public Works will require closing of the curb cut on 46th Street, would actually make for one vehicular crossing of the sidewalk rather than two and a new sidewalk laid there for pedestrians where there was currently none from the corner. The traffic divider that Mr. Bastian referred to that was in the land use plan was something that City staff had started talking with County staff about because it was a County road and that was something she was hoping they could proceed with regardless of what happened to this particular piece. It was one of two items that was identified by the traffic consultants who studied this corner when they did the land use plan process. They had a traffic consultant as part of the process who studied the traffic in the area and there were two recommendations. The biggest one wouldn't come first, the biggest one would be to move a lot of the turning activity now going off of 46th and back onto 46th and across 46th, a full block away from Hiawatha to Snelling Avenue and put Snelling Avenue through, which would be a public activity, and establish the street grid in what is now a huge parallelogram or quadrangle of land. By having a signal there, would move a lot of the turning operations away from the main intersection and regularize them. Together with that was the concrete divider which they were currently proceeding with, which would force a right-in and right-out. The Connoco patrons could go right-in, right-out onto 46th so they would be able to exit onto Hiawatha to go North. They would only be able to go North unless they were creative like all of the residents in the area already are learning to go down to Nowadaha, past the Dairy Queen and back up Minnehaha. It takes very little time and you don't get "hollered" at. The site plan review staff recommendation included that the site plan have a landscaping plan approved by staff. She was sure that staff had the required number of plants in this site plan. She hoped that they could ask that it be coordinated with the extensive planting that was going to happen across Hiawatha at the storm water pond. Their Highway project was finally getting finished and that would all be landscaped and at the LRT station. She was not asking that more be required, but that it be coordinated with whatever was going on across the highway.

Kevin McDonald, resident of the Hiawatha Neighborhood, indicated that he had been doing a lot of studying over the last several months of the master plan that had been talked about quite a bit. He had also been doing a lot of studies on the required findings prepared by the Planning Department for the conditional use permits and had found a number of the findings to be in error. He would recommend that the Planning Commission deny the 24 hour conditional use permit and also the expansion. He thought that the comments and the findings applied to both of them.

President Martin noted that the Commissioners had a copy of Mr. McDonald's Emails to Mr. Wittenberg.

Mr. McDonald indicated that he had several Emails to Mr. Wittenberg. He wanted to speak to the finding about orderly development and improvement of the area. He thought it was clear that there had been a long history of efforts on the part of the community and the City to go about an orderly development process. If you look at staff findings, it was very clear that they were not making reference to the study that was done about four years ago by the Longfellow Community Council, the ZHA market study that was prepared for the entire LRT line, including 46th Street and the master planning process as Council Member Colvin Roy was describing. He found that particular finding in error. His major concern had to do with pedestrian safety and whether or not the 24 hour Holiday Stationstore would endanger public health and safety. He thought it was very clear with the tripling of the Metro Transit buses that they had some fairly serious conflicts. As Council Member Colvin Roy was talking about, it was a shared driveway. It is immediately adjacent to a non exempt rail crossing which would require the buses to come to a complete stop and block access into and out of the shared road. In the Planning Departments report, "the Public Works Department would conduct a final review of circulation and drainage to ensure adequate facilities are provided." His point was that this type of study needed to be done prior to any decision by the Planning Commission. There was still work that needed to be done by the Public Works Department and the Planning Commission. Council Member Colvin Roy pointed to the landscaping plan and had expressed her hope that the landscaping plan for the Holiday site was consistent with the City's landscaper. In actuality, it was off by some fairly large numbers. The trees were off by at least half. The shrubbery required was off by about as much as three times that which was required. To be consistent with the master plan and to tie in with the efforts of greening Highway 55, the Planning Commission needed to take a close look at the landscaping plan. The Planning Department said that they would like to take time to explore opportunities to reduce impervious surfaces on the site and to create opportunities for on-site retention of storm water. He was new to the Planning Commission process, but it seemed to him that exploring those opportunities would be before the Commission acted on the site plan. Working with the Minnehaha Watershed District regarding matters of retention and treatment of storage water was something that needed to be acted on now and decided upon and recommended upon now by the Planning Department, not after the Planning Commission voted on it. There would be no leverage on the part of the Planning Commission or City government to require Holiday Stationstores to make changes to storm water retention or treatment or to make any changes to the landscaping plan. For those reasons, he thought there was more information that the Commission needed to have before them. If you dig into the

documents, buried deep in the Planning Departments recommendation was a whole issue about whether or not the expansion would be a flat roof or would it be a shingled shed-like roof. Inside the documents, the Planning Department was saying that they hoped that it would be a flat roof that was consistent with the existing building, but that the developer and applicant were seeking a flat roof with shingles. They didn't have a final site plan and he thought the Commission needed that information before acting on it. He asked that this be continued to a future meeting. He wanted to comment on the matter of redevelopment area for 46th Street and Hiawatha, it was true that many documents that had been approved by the City Council called for a redevelopment area and this was the legal term that allowed the City to go about the process of site acquisition. There was not a redevelopment area assigned to the intersection of 46th and Hiawatha as they speak. As he understood from the documents and other conversations, that was in fact the recommendation of the Planning Department to go forward with the redevelopment area for 46th Street which allowed for the City to make acquisitions and to assumable and convey parcels to a developer that had a more transit oriented approach. He didn't think the message had been sent to Holiday Stationstores and thought it was very important that they heard that message that this area was slated for redevelopment. He concurred with the right-in and right-out only. If you look at the current striping on 46th Street, according to the State laws on striping. As a West bound traveler on 46th Street, he had taken an illegal left turn into the shared driveway and access road, but theoretically it was already banned from left out and left in to that intersection. What Council Member Colvin Roy was describing in terms of an island prepared by the Hennepin County roads department was the extra barrier to prevent cars from taking a left turn out of the access road or a left turn in. The Holiday, right now as it was currently striped, their customers can take right-in and right-out only. What does that mean for the Planning Commission? As he understood the Minneapolis Code, you are required to make a finding on whether or not there are adequate roads and access to the facility. If you factor in the Public Works Departments recommendation, which he thought was more than a recommendation and that they intended to go forward with removing the curb cut, removing the driveway access from 46th Street and if you also factor in the point that as it exists now with the striping, they cannot take left-outs and left-ins to the access road. One might come to the conclusion through the findings that there was poor access for an auto oriented, heavy use high-impact gas convenience store facility. He asked for the Commissions consideration on that. One of the things that had come up was the point that the existing land owner was granted a 24 hour conditional use permit, but they never actually acted on operating 24 hours. One of the requirements that the city must find in denying a conditional use permit for 24 hours, once it had previously been granted was to describe how the situation had changed in recent years. He thought it was very clear with Highway 55 improvements, with the 1992 Minnehaha Park renovation plans and all of the money from the Park Board going into Minnehaha Park, with the Grand Rounds, with the Master Planning process, with the increased Metro Transit bus operations going along 46th Street, it was very clear that many things had changed including a Walgreen's across the street. Times were very much different today than they were eight or ten years ago when the current property applied for and was granted a 24 hour CUP. Things were very different and he believed, upon closer consideration, the Commission would see that it would give them very solid grounds for denying a 24 hour CUP. He was trying to get the voice of the community across. Over 500 citizens in this area of Southeast Minneapolis participated in a master planning process, many of them going to multiple workshops and

meetings, along with City staff, City Council staff, Hennepin County, the Metropolitan Council, the Watershed District and other players. If you add that with the \$180,000 Federal and County grant to fund the master planning process, ask yourself, "how can we let this happen for transit oriented development?" It was crystal clear in the documents what was being called for was transit oriented development and housing. Is this going to be an impediment to the future improvement of that intersection? He thought the answer was clearly yes. He asked that the Commission look very closely at the master planning process and the very large investments that were made of the people of this county and city and federal tax payers coming up with what he believed was orderly development. He asked the Commission to deny the 24 hour CUP and continue to allow for the various City departments to obtain the type of information they needed to make an accurate and good decision on the expansion plans and the proposals that Holiday had submitted.

Mr. Sacto stated that Holiday Companies were very aware of the LRT project. They have a store on Minnehaha where the access had been changed. They were in the community and were a home based company here. They had been in the community for a long time and understood what was happening with the LRT. He met with Council Member Colvin Roy and understood that this was a serious issue. There were a lot of people with a lot of emotion in the LRT and they respected that. They met with the neighborhood group and there were a few people who showed up. It was a mix [of reactions]. The main issue was not whether they should be there or the LRT should be there. It was whether or not they should go there and do the improvements that they wanted to do. The owner of the property didn't want to sell the property and wanted to lease it. They were going to do a lease. They were good guys and he thought if new they wanted to build new residences next to the Holiday, they would work with the City and possibly cut back their hours.

President Martin asked because there was a permit for this and it was never exercised by Connoco, why was it that they thought they needed 24 hour [operation]?

Mr. Sacto replied it was when it was originally an Amoco. Amoco operated 24 hours and when they switched to Connoco, he thought they were a little more liberal. Connoco didn't have the mandates on the operator that they had to be 24 hours. It was tough manning a store 24 hours for operational reasons and difficult to do. They decided not to have a 24 hour [operation]. Holiday wanted 24 hours because they thought it was a good thoroughfare going to the VA hospital, to the airport, into Minneapolis. They didn't have 24 hours in all of their stores, but this was an area that they thought would be good for 24 hours. If it was not productive and didn't work and no one was going to them, they would close it. They wanted to check the market to see what was out there and to see if they could find people to work it and if there was a need for it. They wanted to have that option. It was good for security purposes too. A closed store was more of a target for vandalism and graffiti than one that was open with a well lit store. They were also willing to follow the City ordinance to have two employees as well.

The public hearing was closed.

Commissioner LaShomb stated that he lives in the area and knows where this is and also used the car wash once in awhile. He agreed with staff that if the Commission didn't approve this that the Connoco wouldn't go away. He wished it would go away because he had spent a lot of time lobbying light rail at the State Legislature and one of the things they promised legislators to do the appropriate land development necessary to support ridership on the system and improve neighborhoods. In the old City Council Chambers he remembered a press conference with the Mayor and Ted Mondale who showed development plans and it was wonderful and they were all excited. He was excited to live only five blocks from light rail. The Connoco Station and the Burger King and everything else there wasn't appropriate for a transit station area that was supposed to be developed in a way supportive of transit. It was a terrible use of land and didn't understand why they would want to approve an improvement to a piece of property which in two or three years would probably be purchased with tax payer dollars for redevelopment and they would pay more money because we allowed the improvement. As much as he thought the staff had done good work on this, he was going to oppose the staff recommendation because he thought they ought to start making hard decisions about development in transit station areas and other places. They had that discussion the other day and if they didn't start making hard decisions, they would have to spend \$600 million on a system and if they didn't develop this side of Hiawatha, they certainly weren't going to develop the other side because it was largely residential, then his view would be the Planning Commission should recommend getting rid of the station on 46th because it would be a wasted stop. He had nothing against Holiday Stores and he liked the Connoco right now, it was a convenient place for him to go, but when he thought about a light rail station at 46th that was not the way that he wanted to see the land developed and why improve something that two to four years down the road they shouldn't have there because light rail was going to make a world of difference.

Commissioner Tucker concurred with Commissioner LaShomb's comments.

Commissioner Tucker motioned, LaShomb seconded notwithstanding staff's recommendation to deny the conditional use permit to expand the existing automobile convenience facility to include elimination of the existing car wash at 4601 Hiawatha Avenue based on the following findings: 1) The expansion would be detrimental to the general welfare because it would not comply with the goal of Transit Oriented Development found in the 46th and Hiawatha Avenue Master Plan; 2) The expansion will impede orderly development of the area as it will make it less likely for the site to be redeveloped in conformance with the Transit Oriented Development goals of the 46th and Hiawatha Avenue Master Plan; 3) Same as in the staff report; 4) The increase in traffic from the expansion may exacerbate traffic problems at the intersection of 46th and the East side service road especially with the potential increase in bus traffic associated with the LRT station; and 5) It is inconsistent with the 46th and Hiawatha Avenue Master Plan.

Commissioner Young asked the applicant what the length of their lease was?

Mr. Sacto was unsure, but thought it was five years with extensions after that.

Commissioner Young indicated she would be going along with the vote to deny. She had a little different reason, as a representative of the Minneapolis Park and Recreation Board. She happened to go to Walgreens in the middle of the night. It was useful to people for a variety of reasons and if you need convenience foods. There was a user purpose of why the Walgreens was there. Her opinion of what would happen between 1:00 AM and 7:00 AM was that people would buy convenience food, she didn't know if that included beer, and they would go to Minnehaha Park and hang out. She was very concerned about that because they had a lot of problems with people partying in that park. That was her first reason, the impact in development and how it would relate to the parks. She was in total agreement that it was time that they started saying no if they really believed in the LRT and they had spent 30 years on this. It was here to stay and she thought they needed to deny approval.

Commissioner Nestingen concurred with the other commissioners. This was his neighborhood and he went to the community meeting at Brackett Park. He currently did business at this Connoco and had also made the illegal left turn. He thought it was a great business, but his main objection was the traffic because it was difficult now. He had witnessed many close encounters and seen several accidents in the times that he had been at that intersection. Because this didn't meet the intent of the master plan, he would vote for denial as well.

The motion to deny carried.

15. **4601 Hiawatha Avenue (12th Ward - BZZ-544, CUP)**

Application by Holiday Stationstores for a conditional use permit to exceed the maximum hours of operation to allow 24-hour per day operation of an automobile convenience facility. (Staff, Jason Wittenberg)

The public hearing was opened.

See discussion in item #14 above.

The public hearing was closed.

Commissioner Young motioned, Tucker seconded not withstanding staff's recommendation to deny the conditional use permit to extend the maximum hours open to the public to allow 24-hour per day operation of the automobile convenience facility at 4601 Hiawatha Avenue based on the following findings: 1) The increase in noise and traffic during the extended hours will be detrimental to the general welfare of the area; 2) The extension of hours may hinder future housing development in the area due to the increase in noise, light, and traffic during evening hours; 3) Same as in the staff report; 4) Same as in the staff report. Carried.

16. **4601 Hiawatha Avenue (12th Ward - BZZ-544, Site Plan Review)**

Application by Holiday Stationstores for a site plan review for an existing automobile convenience facility with proposed expansion. (Staff, Jason Wittenberg)

The public hearing was opened.

See discussion in item #14 above.

The public hearing was closed.

Commissioner Nestingen motioned, LaShomb seconded not withstanding staff's recommendation to **deny** the site plan review application for an existing automobile convenience facility and proposed expansion at 4601 Hiawatha Avenue. **Carried.**

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Site Plan Review, Conditional Use Permits BZZ - 544

Date: April 15, 2002

Date Application Deemed Complete: March 19, 2002

End of 60 Day Decision Period: May 18, 2002

Applicant: Holiday Stationstores, Inc.

Address of Property: 4601 Hiawatha Ave.

Contact Person and Phone: Victor Sacco, 952-830-8767

Planning Staff and Phone: Jason Wittenberg, 673-2297

Ward: 12 **Neighborhood Organization:** Longfellow Community Council

Existing Zoning: C2

Proposed Use: Alteration to and expansion of existing automobile convenience facility proposed to operate 24-hours per day.

Zoning Code Provisions: Automobile convenience facilities are a conditional use in the C2 District, as indicated in Table 548-1 of the zoning code. Extensions to the maximum hours open to the public may be extended by conditional use permit as indicated in section 548.60(b). Automobile service uses are subject to Chapter 530, Site Plan Review, as indicated in Table 530-1.

Previous Actions: In 1987 a conditional use permit (C-1027) was granted for Amoco Oil Company to construct a combination grocery facility, self-service automobile service station with garage service and car wash to operate 24 hours per day. (Given that 24 hour-operation has been discontinued for more than one year, the applicant must request a new conditional use permit for extended hours.)

Concurrent Review: Site plan review and conditional use permits as noted above.

Background: The applicant, Holiday Stationstores, intends to lease the existing automobile convenience facility from the existing Conoco owner, remove the existing car wash and expand the convenience store in the area of the existing car wash. The expansion would accommodate a walk-in cooler to serve the convenience facility as well as a refuse storage enclosure. The exterior treatment would be changed and window area would be added. The applicant has applied to extend the maximum hours open to the public to allow 24-hour per day operation of the facility.

Findings as required by the Minneapolis Zoning Code for the Conditional Use Permit to Expand the Existing Automobile Convenience Facility:

The Minneapolis City Planning Department has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use:

1. **Will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

The alteration and expansion would feature removal of the drive-through car wash and a 9 ft. 2 in. by 52 ft. addition to the rear (south) side of the existing facility. Such alteration and addition should not prove detrimental to or endanger the public health, safety, comfort or general welfare.

2. **Will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district.**

The proposal would be located approximately 6 ft. 9 in. from the south lot line, which is shared with a fast food restaurant. Such alterations should not be injurious to the use and enjoyment of other property in the vicinity, nor would it impede improvement of nearby properties. Elimination of the car wash would likely reduce the impact on the neighboring property due to reduced noise and reduced vehicle idling. Existing residential uses are 275 feet away and impacts on them would not be injurious.

3. **Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.**

The site is served by two existing curb cuts, one along Hiawatha Avenue and one along 46th Street. Public Works has indicated that the curb cut directly accessing 46th Street must be removed. The site is also served by a shared drive along the east side, which also serves businesses located to the south of the site. The Public Works Department will conduct a final review of circulation and drainage to ensure that adequate facilities are provided.

4. **Adequate measures have been or will be provided to minimize traffic congestion in the public streets.**

The site currently has access from northbound Hiawatha Avenue, from a curb cut along 46th Street and from an access easement at the east side of the property, which also extends to 46th Street. With elimination of the car wash and expansion of the convenience grocery element, the number of vehicle trips generated would be similar to or less than the existing convenience store and car wash use. Removal of the car wash would mitigate existing circulation problems caused by queuing at the car wash. Seven off-street parking spaces are required and eight would be provided. The Public Works Department is requiring removal of the curb cut along 46th Street that directly accesses the site.

5. Is consistent with the applicable policies of the comprehensive plan.

Applicable policies of the Minneapolis Plan include the following:

Relevant Policy: 7.4 Minneapolis will encourage the planting and preservation of trees and other vegetation.

Relevant Implementation Step: Encourage the planting and replacement of trees on public and private property.

Staff comment: The applicant will add landscaping to the site.

Relevant Policy: 7.5 Minneapolis will protect and sustain its water resources.

Relevant Implementation Step: Encourage practices that result in either reduced overall amounts of impervious surfaces, or disconnected impervious surfaces and allow water to be slowed or detained in vegetated areas where it will do no harm to homes or property.

Staff comment: Staff will explore opportunities to reduce impervious surfaces on the site and create opportunities for on-site retention of stormwater.

Relevant Policy: 9.10 Minneapolis will support efforts that recognize both the increased visibility and importance of corner properties and the role of gateways in enhancing traditional neighborhood character.

Staff comment: The applicant's plan would result in visual enhancement to this highly visible corner through landscaping and reducing the amount of signage.

Relevant Policy: 9.11 Minneapolis will support urban design standards that emphasize a traditional urban form in commercial areas.

Relevant Implementation Steps:

- Minneapolis will support urban design standards that emphasize traditional urban form in commercial areas.
- Require storefront transparency to assure both natural surveillance and an inviting pedestrian experience.

Staff comment: Although the commercial district at 46th and Hiawatha does not reflect traditional form, the structure in question is legally existing. The applicant proposes to increase the transparency of the north side of the building.

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Relevant policy: **9.12** Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.

Relevant Implementation Step: Require the landscaping of parking lots.

Staff comment: The applicant will add landscaping around the existing parking and maneuvering area.

Relevant Policy: **9.17** Minneapolis will build on recent initiatives to use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned land and private land.

Relevant Implementation Step: Integrate “eyes on the street” design principles into site plan review to foster safer and more successful commercial areas in the city.

Staff comment: The applicant intends to increase the amount of window area in the existing building.

Relevant Policy: **9.23** Minneapolis will continue to provide a wide range of goods and services for city residents, to promote employment opportunities, to encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.

Relevant Implementation Step: Encourage comprehensive and site specific solutions that address issues of compatibility of commercial areas with surrounding uses.

Staff comment: The applicant intends to make alterations to an existing building and take actions to increase the site’s compatibility with the surrounding area.

6. **And, does in all other respects conform to the applicable regulations of the district in which it is located upon approval of this conditional use permit and accompanying site plan review.**

With the approval of the c.u.p. and site plan review, Planning staff is unaware of any conflicts between the proposal and the regulations of the C2 District.

Findings as required by the Minneapolis Zoning Code for the Conditional Use Permit for Extended Hours:

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The Minneapolis City Planning Department has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use:

1. **Will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

The site previously operated 24-hours per day under different ownership. Twenty-four-hour operation should not prove detrimental to or endanger the public health, safety, comfort or general welfare as there are no residential uses contiguous to the site or located on the same block. Note that a drug store currently operates 24-hours per day directly across 46th Street.

2. **Will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district.**

Although staff does not expect that 24-hour operation would substantially impede development of the surrounding area, staff is concerned that 24-hour operation could discourage future residential construction in close proximity to the site if the site in question is not among the first in the area to be redeveloped.

3. **Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.**

Access issues are described in the c.u.p. noted above. Utilities, access roads, drainage and other facilities would not be affected by 24-hour operation.

4. **Adequate measures have been or will be provided to minimize traffic congestion in the public streets.**

With 24-hour operation, the number of trips to the site during a 24-hour period would undoubtedly increase. However, the number of trips during peak periods would not be expected to increase and the amount of traffic generated by this development at hours past the normally allowed operating hours would likely not approach the current peak trip generating hours. Additional noise would occur during the evening hours; however, residential uses are located approximately 275 feet away and should not be directly impacted.

5. **Is consistent with the applicable policies of the comprehensive plan.**

Applicable policies of the Minneapolis Plan include the following:

Relevant Policy: 9.15 Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.

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Relevant Implementation Step: Mitigate, through screening and buffering, limiting the size and scale of a building, and a business's hours of operation, the effects of commercial properties on residentially zoned property.

Staff comment: The nearest residential dwelling is approximately 275 feet from the facility. Staff does not expect that 24-hour operation of the facility would have a direct negative impact on existing permitted or conditional residential uses in the area.

6. And, does in all other respects conform to the applicable regulations of the district in which it is located upon approval of this conditional use permit.

The applicant seeks to exceed the maximum permitted hours of operation. By obtaining a conditional use permit to do so, the applicant would be in compliance with the zoning code related to hours open to the public.

Extension of hours open to the public. The hours open to the public may be extended by conditional use permit, as provided in Chapter 525, Administration and Enforcement. In addition to the conditional use standards, the City Planning Commission shall consider, but not be limited to, the following factors when determining the hours open to the public:

(1) Proximity to permitted or conditional residential uses.

There are no residential uses on the same block as the facility. The nearest residential dwelling is approximately 275 feet from the facility. Staff does not expect that 24-hour operation of the facility would have a direct negative impact on existing permitted or conditional residential uses in the area.

(2) Nature of the business and its impacts of noise, light and traffic.

The nature of the business is recognized as being a relatively high impact use that produces a good deal of noise, light and traffic. The applicant must comply with the lighting requirement of the zoning code. Given that noise from speaker boxes on gasoline pumps carries significant distances, speaker boxes shall not be used after normal operating hours except in the case of an emergency that would call for their use.

(3) Conformance with applicable zoning regulations, including but not limited to use, yards, gross floor area and specific development standards.

The use is conforming in the C2 District. There are no yard/setback requirements other than landscaped yards, which the applicant will provide. The building is well within the gross floor area allowed on the site. The applicant is expected to comply with the following specific development standards:

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- (1) The sale or repair of vehicles shall be prohibited.
- (2) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
- (3) Service area canopy light fixtures shall be completely recessed within the canopy so that the lenses shall not extend beyond the surface of the canopy.
- (4) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- (5) Unattended, automated dispensing of gasoline or other engine fuel shall be prohibited.

(4) History of complaints related to the use.

Other than complaints related to traffic circulation, which the applicant will mitigate as required by the Public Works Department, staff has not identified any complaints related to the nature of the operation of the existing use automobile convenience facility.

Required Findings for Major Site Plan Review

- A. The site plan conforms to all applicable standards of Chapter 530, Site Plan Review.
(See Section A Below for Evaluation.)
- B. The site plan conforms to all applicable regulations of the zoning ordinance and is consistent with applicable policies of the comprehensive plan. (See Section B Below for Evaluation.)
- C. The site plan is consistent with applicable development plans or development objectives adopted by the city council. (See Section C Below for Evaluation.)

Section A: Conformance with Chapter 530 of Zoning Code

BUILDING PLACEMENT AND FAÇADE:

- Placement of the building shall reinforce the street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation.
- First floor of the building shall be located not more than eight (8) feet from the front lot line (except in C3S District or where a greater yard is required by the zoning ordinance). If located on corner lot, the building wall abutting each street shall be subject to this requirement.
- The area between the building and the lot line shall include amenities.
- The building shall be oriented so that at least one (1) principal entrance faces the public street.

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- Except in the C3S District, on-site accessory parking facilities shall be located to the rear or interior of the site, within the principal building served, or entirely below grade.
- For new construction, the building façade shall provide architectural detail and shall contain windows at the ground level or first floor.
- In larger buildings, architectural elements shall be emphasized.
- The exterior materials and appearance of the rear and side walls of any building shall be similar to and compatible with the front of the building.
- The use of plain face concrete block as an exterior material shall be prohibited where visible from a public street or a residence or office residence district.
- Entrances and windows:
 - Residential uses shall be subject to section 530.110 (b) (1).
 - Nonresidential uses shall be subject to section 530.110 (b) (2).
- Parking Garages: The exterior design shall ensure that sloped floors do not dominate the appearance of the façade and that vehicles are screened from view. At least thirty (30) percent of the first floor façade that faces a public street or sidewalk shall be occupied by commercial uses, or shall be designed with architectural detail or windows, including display windows, that create visual interest.

Conformance with above requirements:

The use is located in an existing building on a corner lot. If the applicant would be proposing a new building, the location at the southeast corner of the site would not be allowed. The building location does not reinforce the street wall. Natural surveillance should be maximized by limiting the number of signs located in the window as required by section 543.350 of the zoning code.

The building is located more than eight feet from both front lot lines. This is an existing situation.

The applicant will add landscaping along both Hiawatha Avenue and 46th Street. The applicant is encouraged to explore the possibility of locating additional amenities on the site.

The existing customer entrance will continue to open toward the northwest—toward the street intersection.

Parking facilities are currently located between the building and the front lot line along Hiawatha as well as to the east of the facility.

Very little architectural detail is proposed. Windows would be added to the ground floor in the northwest façade.

The applicant proposes to clad the building in EIFS, which would be placed over the existing painted brick. The siding materials would be similar on all sides. The applicant proposes a shingled shed roof on the proposed cooler addition. Staff recommends that the proposed addition maintain a flat roof consistent with the rest of the building.

The principal entrance will be clearly visible, particularly given the small scale of the building. Façade changes are proposed. Existing buildings are generally not required to add window area. Existing windows will be retained and windows will be added on the northwest façade. Approximately 48

percent of the northwest façade (in the area between two and 10 feet above grade) would be windows. Approximately 22 percent of the southwest façade facing Hiawatha would remain windows, as is existing.

ACCESS AND CIRCULATION:

- Clear and well-lighted walkways of at least four (4) feet in width shall connect building entrances to the adjacent public sidewalk and to any parking facilities located on the site.
- Transit shelters shall be well lighted, weather protected and shall be placed in locations that promote security.
- Vehicular access and circulation shall be designed to minimize conflicts with pedestrian traffic and surrounding residential uses.
- Traffic shall be directed to minimize impact upon residential properties and shall be subject to section 530.140 (b).
- Areas for snow storage shall be provided unless an acceptable snow removal plan is provided.
- Site plans shall minimize the use of impervious surfaces.

Conformance with above requirements:

A new walkway four feet in width will connect the public sidewalk to the existing walkway along the west side of the building. Given the placement of the existing structure on the site, this appears to be the only reasonable location to install a sidewalk that would be free of conflicts with vehicles. Currently, the walkway adjacent to the building is obstructed by an ice machine and other items. This walkway must be kept free of items in a manner that allows an unobstructed path at least four feet in width.

A transit shelter is not provided in the project.

The Public Works Department has indicated that the applicant must close the curb cut along 46th Street that is closest to the intersection with Hiawatha Avenue. Pedestrian safety and traffic circulation at the intersection are both compromised by the location of this curb cut. Vehicular access will take place via existing curb cuts along both Hiawatha Avenue and from the frontage road that has access to 46th Street. The parking lot layout will remain largely the same. No alleys are contiguous to the site.

The applicant must indicate an area for snow storage that would not result in damage to the proposed landscaping.

The amount of impervious surface on the site will remain largely the same as the existing situation. Some impervious area would be added with the building addition while permeable area would be gained through the closure of the curb cut and addition of landscaping at least five feet in width where this curb cut and access aisle are currently located.

LANDSCAPING AND SCREENING:

- The composition and location of landscaped areas shall complement the scale of the development and its surroundings.

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- Not less than twenty (20) percent of the site not occupied by buildings shall be landscaped as specified in section 530.150 (a).
- Where a landscaped yard is required, such requirement shall be landscaped as specified in section 530.150 (b).
- Required screening shall be six (6) feet in height, unless otherwise specified, except in required front yards where such screening shall be three (3) feet in height.
- Required screening shall be at least ninety-five (95) percent opaque throughout the year. Screening shall be satisfied by one or a combination of the following:
 - A decorative fence.
 - A masonry wall.
 - A hedge.
- Parking and loading facilities located along a public street, public sidewalk or public pathway shall comply with section 530.160 (b).
- Parking and loading facilities abutting a residence or office residence district or abutting a permitted or conditional residential use shall comply with section 530.160 (c).
- The corners of parking lots shall be landscaped as specified for a required landscaped yard. Such spaces may include architectural features such as benches, kiosks, or bicycle parking.
- Parking lots containing more than two hundred (200) parking spaces: an additional landscaped area not less than one hundred-fifty (150) square feet shall be provided for each twenty-five (25) parking spaces or fraction thereof, and shall be landscaped as specified for a required landscaped yard.
- All parking lots and driveways shall be defined by a six (6) inch by six (6) inch continuous concrete curb positioned two (2) feet from the boundary of the parking lot, except where the parking lot perimeter is designed to provide on-site retention and filtration of stormwater. In such case the use of wheel stops or discontinuous curbing is permissible. The two (2) feet between the face of the curb and any parking lot boundary shall not be landscaped with plant material, but instead shall be covered with mulch or rock, or be paved.
- All other areas not governed by sections 530.150, 530.160 and 530.170 and not occupied by buildings, parking and loading facilities or driveways, shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees.
- Installation and maintenance of all landscape materials shall comply with the standards outlined in section 530.220.
- The city planning commission may approve the substitution or reduction of landscaped plant materials, landscaped area or other landscaping or screening standards, subject to section 530.60, as provided in section 530.230.

Conformance with above requirements:

The site (28,363 sq. ft.) minus the building footprint (2,236 sq. ft.) consists of 26,127 sq. ft. At least 20 percent of the net site area (5,225 sq. ft.) must be landscaped. The preliminary landscape plan, according to the applicant's calculation, proposes 7,177 sq. ft. of landscaping (approximately 27 percent of the site). Landscaping must be added along 46th Street as well as along the frontage road. Further, landscaping will be added where the existing curb cut is located along 46th Street.

Twenty six canopy trees would typically be required on the site (i.e., not less than one per 1,000 sq. ft. of the net site area) while sixteen are proposed. One hundred thirty shrubs would be required (i.e., not less than one per 200 sq. ft.) while 51 are proposed. As noted above, these numbers will increase somewhat. However, given the configuration and area of the existing area green space, the city's landscape consultant has indicated that, if landscaping is added to the areas noted above, the applicant's proposed landscape plan meets the intent of the ordinance. Alternative compliance is recommended regarding the number of required trees and shrubs.

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Landscaped yards consistent with section 530.160 (b) & (c) must be provided between the parking/fueling area and all public streets and sidewalks.

Concrete curbing (6 in. by 6 in.) must be installed around the parking and loading areas. Staff recommends that the applicant explore opportunities to allow stormwater to drain to on-site landscaped areas. Consistent with the LRT station area plan and the *Minnesota Urban Small Sites BMP Manual*, staff is recommending that the parking lot and all areas on which vehicles may maneuver on the site shall be swept not less than two (2) times per year.

Turf will cover all areas that are not paved or landscaped.

ADDITIONAL STANDARDS:

- Lighting shall comply with the requirements of Chapter 535 and Chapter 541. A lighting diagram may be required.
- Parking and loading facilities and all other areas upon which vehicles may be located shall be screened to avoid headlights shining onto residential properties.
- Site plans shall minimize the blocking of views of important elements of the city.
- Buildings shall be located and arranged to minimize shadowing on public spaces and adjacent properties.
- Buildings shall be located and arranged to minimize the generation of wind currents at ground level.
- Site plans shall include crime prevention design elements as specified in section 530.260.
- Site plans shall include the rehabilitation and integration of locally designated historic structures or structures that have been determined to be eligible to be locally designated. Where rehabilitation is not feasible, the development shall include the reuse of significant features of historic buildings.

Conformance with above requirements:

Lighting must comply with the requirements of Chapter 535 and Chapter 541.

Headlights would not shine on any existing, adjacent residential property.

Significant views would not be blocked by the development.

The proposed site plan will have no impact on shadowing of the public sidewalk and will have no impact on wind speed or direction in the vicinity.

The Police Department has stated concern about the availability of a pay phone outdoors. There is an existing pay telephone on the property adjacent to the Hiawatha right-of-way. The Police Department has also recommended that the applicant prevent people from cutting through the grass and landscaped area adjacent to the Burger King site. It is suggested that this be accomplished through wrought-iron style fencing along the southeast property line.

Section B: Conformance with All Applicable Zoning Code Provisions and Consistency with the Comprehensive Plan

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ZONING CODE: The site is zoned C2. Automobile convenience facilities are a conditional use in the C2 District.

Parking and Loading: According to Zoning staff, seven off-street parking spaces are required. The applicant proposes eight spaces. (Note that pump islands where vehicles refuel are not considered off-street parking spaces.)

Signs: The site currently features two freestanding Conoco signs. The applicant intends to remove those signs in order to install Holiday signage. Given that the current zoning code allows only one freestanding sign per zoning lot in the C2 District, the number of freestanding signs would be reduced from two to one. An off-premise sign advertising a nearby Dairy Queen restaurant has been placed on the site. This sign must be removed. Further, Burger King has installed a freestanding sign in the public right-of-way adjacent to the site along 46th Street. Staff has requested that Zoning check into the legality of this off-premise sign.

The 46th and Hiawatha Station Area Master Plan indicates that, "A new signage ordinance should regulate size, materials, and maintenance" of signs in the area. The proposed freestanding sign would be 20 feet in height. This type of sign is geared primarily toward being visible from vehicular traffic from a substantial distance and is not consistent with the character of the pedestrian-oriented nature that is envisioned for this area in the station area plan. Note that freestanding pole signs are prohibited in the City's Pedestrian Oriented Overlay Districts. Further, an American Planning Association publication (A New Urbanism Approach to Service Station Design, *PAS Memo*, January 2001) recommends the following: "Design freestanding signage as a monument sign at a human scale, or no larger than five or six feet in height." Staff's recommendation is that the freestanding sign on the site be limited to a ground sign (as defined in the zoning code) no taller than six feet in height.

Maximum Floor Area: The existing building is within the maximum floor area allowed by section 548.240(1)(b) of the zoning code.

Yard Requirements: Setbacks are not required on the site.

Specific Development Standards: Automobile convenience facilities are subject to the following specific development standards, as indicated in section 536.20 of the zoning code:

Automobile convenience facility.

- (1) The sale or repair of vehicles shall be prohibited.
- (2) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vaportight fittings to preclude the escape of gas vapors from the fill pipes.
- (3) Service area canopy light fixtures shall be completely recessed within the canopy so that the lenses shall not extend beyond the surface of the canopy.
- (4) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- (5) Unattended, automated dispensing of gasoline or other engine fuel shall be

prohibited.

Hours of Operation: The permitted hours of operation in C2 District are as follows:

Hours open to the public. Hours open to the public shall be as follows:

Sunday through Thursday, from 6:00 a.m. to 10:00 p.m.

Friday and Saturday, from 6:00 a.m. to 11:00 p.m.

The applicant has applied for a conditional use permit to allow 24-hour operation. The store currently operates from 5:30 a.m. to 10:30 p.m., which is within the hours of operation allowed under the c.u.p. granted in 1987. To extend these hours back to 24-hour operation, a c.u.p. is required.

Dumpster screening: The refuse storage container will be enclosed in an east side building addition compatible with the rest of the structure.

Enclosed building requirement: Section 548.180 of the zoning code states that all production, processing, storage, sales, display or other business activity shall be conducted within a completely enclosed building except as otherwise provided in the zoning ordinance. The outdoor vacuum cleaner on the site is prohibited. Vacuum cleaners are allowed accessory to car washes as allowed in section 536.20 of the zoning code.

MINNEAPOLIS PLAN: For an analysis of the proposal's compliance with the Minneapolis Plan, please see the analysis related to the conditional use permits above.

Section C: Conformance with Applicable Development Plans or Objectives Adopted by the City Council

In addition, the *46th & Hiawatha Station Area Master Plan* was adopted by the City Council on December 28th, 2001. The plan envisions that the site and surrounding area will be developed with a mix of pedestrian-oriented commercial and residential uses. An automobile convenience facility is not consistent with this vision. However, the automobile convenience facility is an existing, legally established and conforming use. Within this context, the proposed changes to the site relate to the objectives of the station area plan as follows:

- *Elimination of the existing car wash:* This is consistent with the plan's recommendations to move away from auto-oriented uses in the corridor. The car wash clearly encourages automobile trips to the site.
- *Expanding the convenience grocery aspect of the operation:* The increased size of the convenience grocery would likely increase automobile trips to the site to some extent, offsetting some of the trip reduction associated with elimination of the car wash. A small-scale grocery store is encouraged in the station area.
- *Planting of additional landscaping:* The station area plan states that "safe and rewarding" pedestrian areas are those where "the sidewalk is lined by storefronts built to the lot line and a buffer from moving traffic in the form of a landscaped strip or on-street parking" is provided. The addition of

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landscaping between the site's parking and maneuvering area would increase the attractiveness of the pedestrian environment.

- *Reduction in the amount of signage:* The plan makes only brief reference to encouraging "attractive signage" and limiting the size, materials and maintenance of signs in the area, but does mention that Conoco and other uses in the vicinity currently have "suburban-style signage." The number of freestanding signs on the site would be reduced from two to one. According to the applicant's calculations, the amount of signage on the site would be reduced from 336 square feet to 226 square feet. As noted elsewhere in the report, staff is recommending that the freestanding sign on the site be limited to a ground sign (as defined in the zoning code) no taller than six feet in height.
- *Increase in the amount of window area in the building:* Increasing the amount of window area is consistent with the urban design recommendations in the station area plan and in pedestrian-oriented commercial areas in general.
- *Changing the façade from brick to EIFS:* Staff has not identified a conflict between the proposed siding and the station area plan.
- *Addition of a sidewalk from the public sidewalk to the building:* The plan recommends appropriate pedestrian connections to all buildings, including "clearly delineated walkways that provide easy access to building entrances." The unfortunate location of the existing building makes establishing a safe pedestrian connection difficult. The applicant proposes a sidewalk that would facilitate safer pedestrian access to the site to and from the south along Hiawatha Avenue.
- *Resurfacing the parking lot:* When resurfacing the parking lot, the applicant should explore opportunities for incorporating best management practices related to stormwater treatment, including on-site retention.
- *Closing of a curb cut along 46th Street:* Closing a curb cut, which the Public Works Department is mandating, is consistent with the plan's goal of reducing vehicle-pedestrian conflicts.
- *Remaining open 24-hours per day:* Staff has not identified aspects of the station area plan that either conflict with or directly support 24-hour operation of businesses in the area. Twenty-four hour operation of an automobile convenience facility could conflict with the plan's goal of new residential construction in close proximity to the site.

The plan identifies the area as an environmentally sensitive district in close proximity to Minnehaha Creek and Minnehaha Park. According to the Inspections Department, the site is not in compliance with a 1998 deadline related to upgrading and/or reporting upgrades to the State of Minnesota. Such upgrades or reporting of upgrades should be accomplished at the soonest possible date.

Alternative Compliance. The Planning Commission may approve alternatives to any major site plan review requirement upon finding any of the following:

- **The alternative meets the intent of the site plan chapter and the site plan includes amenities or improvements that address any adverse effects of the alternative. Site amenities may include but are not limited to additional open space, additional landscaping and screening, transit facilities, bicycle facilities, preservation of natural resources, restoration of previously damaged natural environment, rehabilitation of existing structures that have been locally**

Minneapolis City Planning Department Report
BZZ - 544

designated or have been determined to be eligible to be locally designated as historic structures, and design which is similar in form, scale and materials to existing structures on the site and to surrounding development.

- Strict adherence to the requirements is impractical because of site location or conditions and the proposed alternative meets the intent of this chapter.
- The proposed alternative is consistent with applicable development plans or development objectives adopted by the city council and meets the intent of this chapter.

As indicated above, staff is recommending alternative compliance exceptions for the following aspects of the proposal:

- The number of trees and shrubs to be located on the site.

Recommendation of the City Planning Department for the Conditional Use Permit to Expand the Existing Automobile Convenience Facility:

The City Planning Department recommends that the City Planning Commission adopt the findings above and **approve** the conditional use permit to expand the existing automobile convenience facility to include elimination of the existing car wash at 4601 Hiawatha Avenue.

Recommendation of the City Planning Department for the Conditional Use Permit for Extended Operating Hours:

The City Planning Department recommends that the City Planning Commission adopt the findings above and **approve** the conditional use permit to extend the maximum hours open to the public to allow 24-hour per day operation of the automobile convenience facility at 4601 Hiawatha Avenue subject to the following condition:

- 1) Speaker boxes shall not be used outside the hours of operation normally permitted in the C2 District except in emergency situations that would call for such use.

Recommendation of the City Planning Department for the Site Plan Review Application:

The City Planning Department recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application for an existing automobile convenience facility and proposed expansion at 4601 Hiawatha Avenue subject to the following conditions:

- 1) Walkways adjacent to the building shall be kept free of obstructions in a manner that allows four-foot-wide clearance.
- 2) The curb cut directly adjacent to the site along 46th Street shall be closed to facilitate safe movement of traffic and pedestrians relative to existing conditions.
- 3) The proposed building addition shall maintain a flat roof consistent with the existing building.

Minneapolis City Planning Department Report
BZZ - 544

- 4) Lighting shall comply with section 535.590 of the zoning code.
- 5) The exterior vacuum cleaner shall be removed from the site as required by section 548.180 of the zoning code.
- 6) Window signs shall exceed no more than 30 percent of the window area and shall not block views into and out of the building at eye level as required by section 543.350 of the zoning code.
- 7) The freestanding sign shall be a ground sign no taller than six feet in height and shall be compatible with the principal structure.
- 8) The parking lot and all areas on which vehicles may maneuver on the site shall be swept not less than two (2) times per year consistent with the techniques recommended in the *Minnesota Urban Small Sites BMP Manual*.
- 9) Decorative fencing to be reviewed by the Planning Department shall be installed along the south side of the property to prevent cut-through foot traffic.
- 10) Prior to opening as a Holiday station, the site shall be brought into compliance with all requirements related to upgrading and/or reporting upgrades of underground tanks to the State of Minnesota.
- 11) The Planning Department shall review and approve the final site plan, landscape plan and elevations.
- 12) If improvements required by Site Plan Review exceed two thousand (2000) dollars, the applicant shall submit a performance bond in the amount of 125 percent of the estimated site improvement costs by July 1, 2002, or the permit may be revoked for non-compliance.
- 13) Site improvements required by Chapter 530 or by the City Planning Commission shall be completed by April 15, 2002, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

Holiday Station Stores

952-830-8767

Name of Applicant

TELEPHONE

4567 Bloomington Av, Bloomington, MN 55437

Address of Applicant

APPLICATION _____ 2002

CITY PLANNING _____ 2002

BD. OF ADJUST _____ 2002

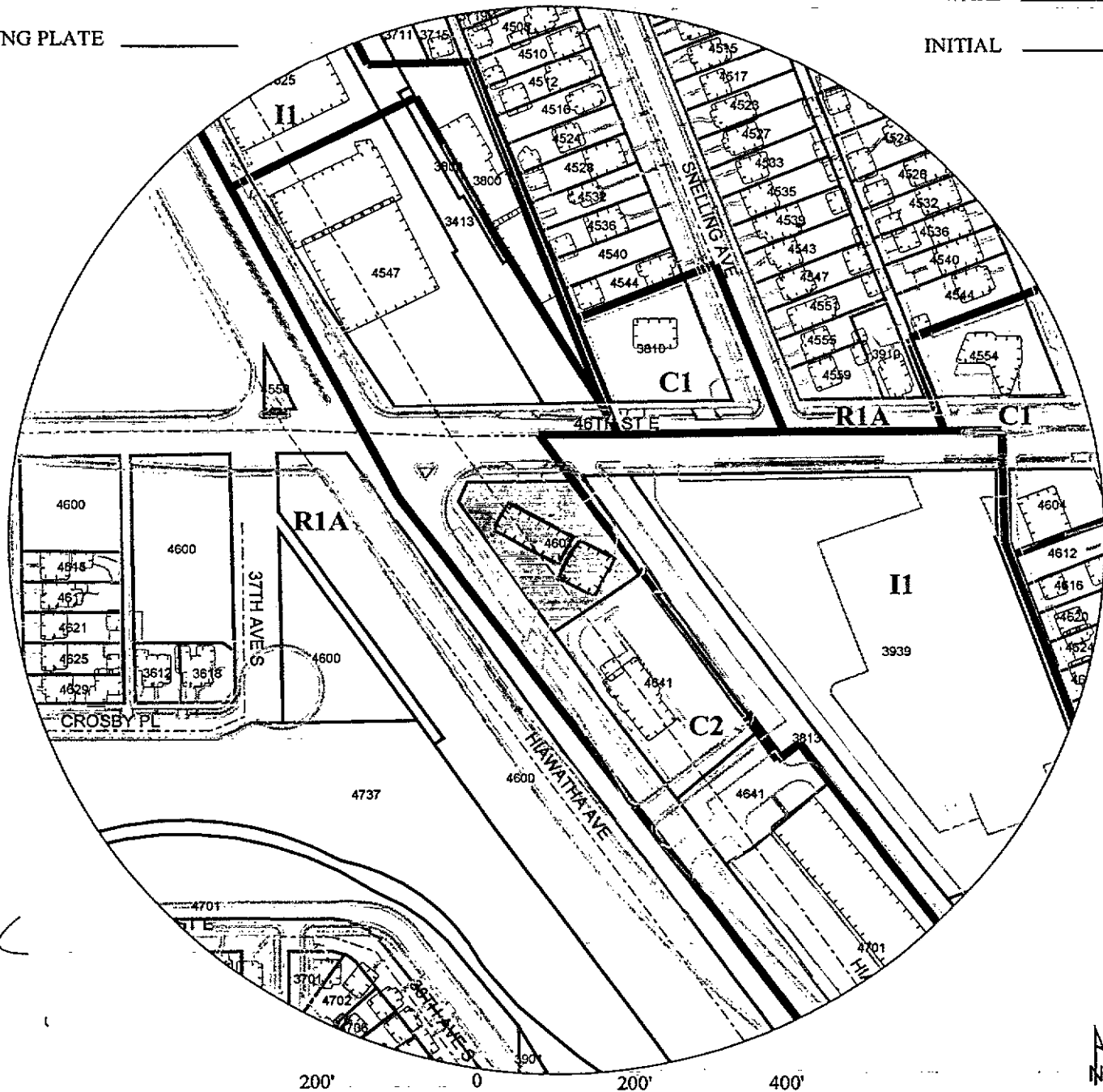
CITY COUNCIL _____ 2002

ZONING MAP CHANGE _____ 2002

WARD 12th

ZONING PLATE _____

INITIAL _____



200' 0 200' 400'



PETITION FOR AMENDMENT		APPEAL FOR VARIATION	BOARD ACTION
PRESENT ZONING	PROPOSED ZONING		

PROPERTY ADDRESS
4601 Hiawatha Av

FILE NUMBER
BZZ-544

Holiday Companies

GEN. OFFICE: 4567 WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224 MINNEAPOLIS, MN 55440 / PH. 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE: 5501 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55440 / PH. 952-921-5200 / FAX 952-921-5295

February 19, 2002

Rob Clarkson
City of Minneapolis Zoning
250 S. 4th Street
Suite 300
Minneapolis, MN
55415

RE: Proposed Conversion of Existing Conoco to Holiday Stationstore
South East Corner
46th and Hiawatha
Minneapolis, MN

Dear Rob:

With regard to the Conditional Use Permit Application Submittal Requirements, we are going to use the premises in the same manner as the current use. If anything we are reducing the intensity of the current operation by eliminating the car wash operation to increase our grocery/convenience items offering. Please refer to the attached CUP permit allowing the use.

Additionally, a Conditional Use Permit has been previously approved for 24 hour operation at this facility.

Per your suggestion, please find the CUP comments relating to effects on the community with the continued operation of the facility.

- 1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare. **(Will not have a detrimental effect).**
- 2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. **(Will not).**
- 3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided. **(Have been provided).**



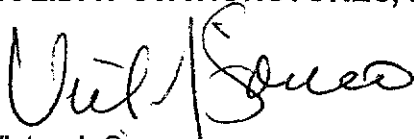
February 19, 2002
Rob Clarkson
Page 2

- 4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets. **(Have been taken).**
- 5) The conditional use is consistent with the applicable policies of the comprehensive plan. **(Is).**
- 6) The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located. **(Will conform).**

If you have any questions or comments, I can be reached at 952-830-8767.

Sincerely,

HOLIDAY STATIONSTORES, INC.


Victor J. Sacco
Senior Manager of Real Estate

2001-190minneapolis4.vjs
cc. David Hoeschen

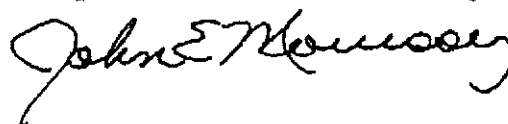
To: The Minneapolis Planning Commission,

02/14/02

My name is John Morrissey and I am the owner of Hiawatha Conoco located at 4601 Hiawatha Ave. I own the building and property at this location. I am aware of Holiday Stores submitting plans to improve the location. I am all for their plans and would be happy to help in anyway possible. Please call me at 952-937-5784 or 952-210-2146.

Sincerely,

John Morrissey
Owner
Hiawatha Conoco
4601 Hiawatha Ave.
Mpls. MN 55406



Holiday Companies

GEN. OFFICE, 4567 WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224 MINNEAPOLIS, MN 55440 / PH. 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE, 3301 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55140 / PH. 952-921-5200 / FAX 952-921-5295

February 19, 2002

Hilary Olson
Community Development Coordinator
Longfellow Community Council
4151 Minnehaha Avenue
Minneapolis, MN 55406

RE: Proposed Conversion of Existing Conoco to Holiday Stationstore
South East Corner
46th and Hiawatha
Minneapolis, MN

Thank you for taking the time to speak with me regarding the above project that we propose at the North East Corner of 46th and Hiawatha. We look forward to formally sharing our plans with you and the Longfellow Community Council on March 14th.

If you have any questions or comments before our meeting, I can be reached at 952-830-8767.

Sincerely,

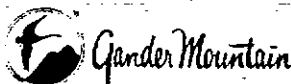
HOLIDAY STATIONSTORES, INC.



Victor J. Sacco
Senior Manager of Real Estate

2001-190minneapolis1.vjs

cc. David Hoeschen
Rob Clarkson-City of Minneapolis



Holiday Companies

GEN. OFFICE: 4567 WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224 MINNEAPOLIS, MN 55440 / PH. 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE: 5501 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55440 / PH. 952-921-5200 / FAX 952-921-5295

February 19, 2002

Rob Clarkson
City of Minneapolis Zoning
250 S. 4th Street
Suite 300
Minneapolis, MN
55415

RE: Proposed Conversion of Existing Conoco to Holiday Stationstore
South East Corner
46th and Hiawatha
Minneapolis, MN

Dear Rob:

Per your suggestion we have contacted Council Member Sandra Colvin Roy and have a meeting set up with her to further discuss our proposed conversion of the Hiawatha Conoco to a Holiday Stationstore.

If you have any questions or comments, I can be reached at 952-830-8767.

Sincerely,

HOLIDAY STATIONSTORES, INC.



Victor J. Sacco
Senior Manager of Real Estate

2001-190minneapolis2.vjs
cc. David Hoeschen



Holiday Companies

GEN. OFFICE: 456th WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224 MINNEAPOLIS, MN 55440 / PH. 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE: 5501 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55440 / PH. 952-921-5200 / FAX 952-921-5295

February 19, 2002

Rob Clarkson
City of Minneapolis Zoning
250 S. 4th Street
Suite 300
Minneapolis, MN
55415

RE: Proposed Conversion of Existing Conoco to Holiday Stationstore
South East Corner
46th and Hiawatha
Minneapolis, MN

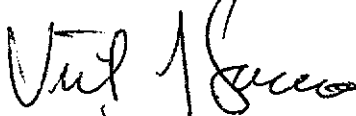
Dear Rob:

With regard to the application issue of proper business license, once we have assurances that we will receive all of the proper zoning approvals, we will then proceed to obtain all of the necessary business licenses.

If you have any questions or comments, I can be reached at 952-830-8767.

Sincerely,

HOLIDAY STATIONSTORES, INC.



Victor J. Sacco
Senior Manager of Real Estate

2001-190minneapolis3.vjs
cc. David Hoeschen



Gander Mountain

Holiday Companies

GEN. OFFICE: 4567 WEST 80th STREET / MAIL ADDRESS: P.O. BOX 1224 MINNEAPOLIS, MN 55440 / PH: 952-830-8700 / FAX 952-830-8864
CREDIT OFFICE: 5501 W. OLD SHAKOPEE RD. / MAIL ADDRESS: P.O. BOX 1216 MINNEAPOLIS, MN 55440 / PH: 952-921-5200 / FAX 952-921-5295

February 19, 2002

Rob Clarkson
City of Minneapolis Zoning
250 S. 4th Street
Suite 300
Minneapolis, MN
55415

RE: Proposed Conversion of Existing Conoco to Holiday Stationstore
South East Corner
46th and Hiawatha
Minneapolis, MN

Dear Rob:

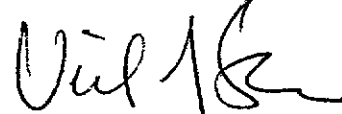
With regard to the Conditional Use Permit Application Submittal Requirements, we are going to use the premises in the same manner as the current use. If anything we are reducing the intensity of the current operation by eliminating the car wash operation to increase our grocery/convenience items offering.

Additionally, a Conditional Use Permit has been previously approved for 24 hour operation at this facility.

If you have any questions or comments, I can be reached at 952-830-8767.

Sincerely,

HOLIDAY STATIONSTORES, INC.



Victor J. Sacco
Senior Manager of Real Estate

2001-190minneapolis4.vjs
cc. David Hoeschen



Gander Mountain

SCHEDULE C

The Land referred to is situated in the State of Minnesota, County of Hennepin, and is described as follows:

Parcel 1:

Lots 1, 2, and 3, Block 7, Crosby Investment Company's First Addition to Minneapolis, Hennepin County, Minnesota. Excepting therefrom the North 40.00 feet thereof and excepting therefrom that part of Tract A described below:

Tract A. That part of Lots 1 and 2, Block 7, Crosby Investment Company's First Addition, according to the plat thereof on file and of record in the office of the County Recorder in and for Hennepin County, Minnesota, lying southerly of the southerly right of way line of East 46th Street as now located and established;

which lies northwesterly of Line 1 described below:

Line 1. Beginning at a point on the southwesterly line of Tract A hereinbefore described distant 35 feet southeasterly of the northwest corner thereof; thence run northeasterly to a point on the north line of said Tract A, distant 35 feet east of said northwest corner and there terminating.

(Abstract Property)

AND

Lots 4, 5 and 6;

That part of Lot 7, lying Northwesterly of a line beginning at a point on the Southwesterly boundary line of said Lot 7 distant 16.12 feet Southwesterly of the most Westerly corner thereof; thence running Northeasterly to a point on the Northeasterly boundary line of said Lot 7 distant 10.83 feet Southeasterly of the most Northerly corner thereof;

Block 7, "Crosby Investment Company's First Addition to Minneapolis".

(Torrens Property, Certificate No. 740428)

PROPERTY OWNERS		John Morrisser APPLICANT NAME		933-3539 PHONE		
Code		6616 Doyre Dr.		ADDRESS		
A		34		APPLICATION	<u>April 13</u> 19 <u>87</u>	
B				BD. OF ADJUST.	19__	12th
C				CITY PLANNING	<u>May 6</u> 19 <u>87</u>	
D				ZONING PLATE	CITY COUNCIL	19__
E						
F						
G						
H						

Z & P - Your Committee recommends concurrence in the recommendation of the Planning Commission granting appl of John Morrissey / Amoco Oil Co (C-1027) for cond use permit to allow combination grocery facility / self-svc automobile svc station w/garage svc & car wash to operate 24 hrs on that part of Lots 1 thru 7, Blk 7, Crosby Investment Company's First Addn to Mpls, Henn Cty, MN, described as follows: Beg at a pt on the SW line of said Lot 7, dist 1068.22' NWly of the most Sly cor of Lot 33 in said Blk 7, for the purposes of this description, the SW line of Lots 19 thru 33 in said Blk 7, is assumed to bear N 37 degrees 30 mins 17 seconds W; th N 54 degrees 43 mins 16 seconds E a dist of 148.72' to the NE line of said Lot 7; th NWly, along the NE line of said Blk 7, a dist of 144.40' to the pt of intersection with a line which is parallel with and dist 40' S of, as measured at rt angles to, the N line of said Lot 1; th N 89 degrees 57 mins 38 seconds W, along said parallel line, a dist of 174.21' to the SW line of said Blk 7; th SEly, along said SW line, a dist of 245.32' to the pt of beg, said permit having met all standards established by the Mpls Zoning Ordinance (4601 Hiawatha Av S) (61163).

Adopted. Passed by final roll call as hereinafter noted.
Passed June 12, 1987.
Approved June 18, 1987. Donald M. Fraser, Mayor.
Attest: Merry Keefe, City Clerk.

PETITION FOR AMENDMENT		APPEAL FOR VARIATION	
PRESENT ZONING	PROPOSED ZONING	<u>cond Use Permit for combination grocery/gas</u>	
M1-1	B3S-3		
4601 Hiawath Avenue		FILE	
PROPERTY ADDRESS		Z-1	
		C-1027	

- (5) The conditional use is consistent with the applicable policies of the comprehensive plan.
- (6) The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

525.350. Conditional use permit conditions and guarantees. The city planning commission may impose such conditions on any proposed conditional use permit and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this zoning ordinance and policies of the comprehensive plan.

525.360. Changes in approved conditional use permit. (a) *Minor changes.* The zoning administrator may authorize minor changes in the placement and size of improvements for an approved conditional use permit, if the changes are required because of conditions that were unknown at the time the permit was approved, and the zoning administrator determines that the changes are consistent with the intent of this chapter and the findings made by the city planning commission in connection with the approval of the conditional use permit.

(b) *Other changes.* Changes to the development plan affecting uses, bulk regulations, parking and loading, or components of the conditional use permit other than minor changes in the placement and size of improvements shall require amendment to the conditional use permit by the city planning commission. The requirements for application and approval of a conditional use permit amendment shall be the same as the requirements for original application and approval.

525.370. Discontinuance of conditional use permits. Where a conditional use has been established and is discontinued for any reason for a period of one (1) year or longer, or where a conditional use has been changed to a permitted use or to any other conditional use, the conditional use permit shall become null and void.

ARTICLE VIII. INTERIM USES

525.380. Purpose of interim uses. An interim use may be allowed as a temporary use of property until a particular date, until the occurrence of a particular event, or until the zoning regulations no longer allow it.

525.390. Authorization of interim use. The city council may approve an interim use of property as defined and authorized by Minnesota Statutes section 462.3597.

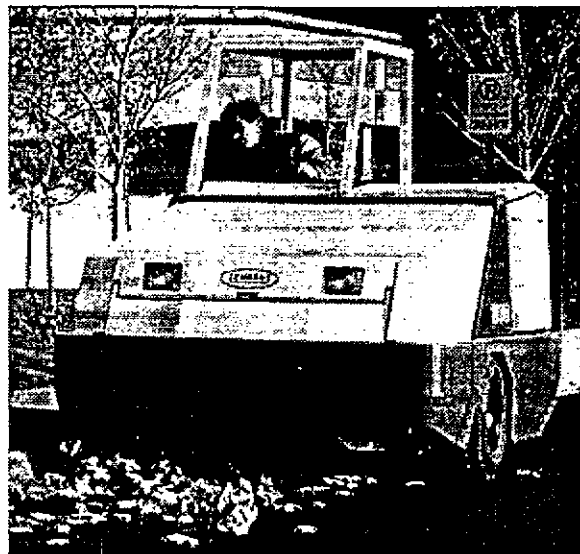
525.400. Initiation of interim use. Any person having a legal or equitable interest in a property may file an application to use such land for one (1) or more interim uses.

525.410. Application for interim use. An application for interim use shall be filed on a form approved by the zoning administrator, as specified in section 525.140.

525.420. Hearing on applications for interim use. The zoning and planning committee of the city council shall hold a public hearing on each valid and complete application for interim use as provided in section 525.150.

525.430. Findings and recommendations of zoning and planning committee. After the close of the hearing on a proposed interim use, the zoning and planning committee shall make findings, pursuant to section 525.340, and shall submit the same together with its recommendations to the city council.

Pavement Management



Source: Tennant Co.

Description

Streets and parking lots make up a significant portion of the total impervious area within a developed watershed, and most, if not all of these areas are directly connected to the storm drain system. Pollutants accumulate on these surfaces and are washed off during storm events, particularly during spring snowmelt. A 1993 study in Wisconsin indicated that streets and parking lots were responsible for 54 percent of total runoff volume in residential areas and 80 percent in commercial areas. The same study found that streets and parking lots were significant sources of runoff pollutants, including suspended solids, phosphorus, copper, zinc and fecal coliform.

This document focuses on applications appropriate for sites of five acres or less. For more in-depth discussion of municipal-level street sweeping, see *Best Practices for Street Sweeping* (Metropolitan Council, 1994).

Three main pavement-related maintenance strategies can help prevent these problems:

- *Sweeping.* When properly designed and implemented, sweeping programs can significantly reduce street and parking lot contributions to pollutant loads.
- *Alternative Products and Application Rates.* Minimizing sand and salt application rates and/or using alternative deicing products can help protect waterways and potentially reduce costs.

Purpose

Water Quantity

Flow attenuation	N/A
Runoff volume reduction	N/A

Water Quality

Pollution prevention

Soil erosion	N/A
Sediment control	* ■
Nutrient loading	* ■

Pollutant removal

Total suspended sediment (TSS)	* ■
Total phosphorus (P)	* ■
Nitrogen (N)	* □
Heavy metals	* ■
Floatables	* ■
Oil and grease	* ■
Other	
Fecal coliform	* ■
Biochemical oxygen demand (BOD)	* ■

* Depends on timing and frequency of sweeping, and extent to which other measures are employed

■	Primary design benefit
□	Secondary design benefit
□	Little or no design benefit

Pavement Management

- *Other Prevention Measures.* A variety of measures will prevent accumulation of sediments, salts and other pollutants on pavement and stop them from washing off into storm drains and water bodies. These measures include prompt pavement repair, spill cleanup and appropriate snow management.

Sweeping

Sweeping is a common maintenance activity, often done primarily for aesthetic reasons. Sweeping has important water quality ramifications, however, and should be done in ways that increase its effectiveness for preventing sediment loading of runoff and, whenever possible, decreasing costs. Sweeping is most effective for removing coarse particles, leaves and trash.

Timing

- At minimum, pavement should be swept twice yearly: in early spring, to collect sand, salt and winter debris, and in fall, to capture leaves and other debris.
- Sweep as early in spring as possible (after snow has melted from an area) in order to capture sediment before it is washed away by spring rains.
- An additional sweeping in June, after trees drop seeds and flowers, will prevent a fair amount of phosphorus-laden runoff.
- Sweep after activities or in locations that generate debris, such as at construction entry points.
- When loading or unloading salt, sand, gravel or other granular materials, sweep the loading/unloading areas at the end of each day, as well as along the paths that the trucks use.

Equipment

- Broom sweepers are effective at picking up large particulate matter and cleaning wet street surfaces. They also cost less to operate than vacuum sweepers. Broom sweepers generally create airborne dust during their operation, which increases atmospheric loading.
- Vacuum sweepers are more effective for removing fine particles, which is important because many pollutants are adsorbed to them. However, vacuum sweepers have the disadvantage of being ineffective at cleaning wet street surfaces. For heavy loads, use a mechanical sweeper for large particles followed by regenerative-air cleaner.
- Consider equipment that can be converted to other uses, such as sanding and plowing in winter.



Excessive winter sanding can mean high sediment loading to runoff.

Figure 1

Source: Barr Engineering Co.

Pavement Management

- Install an automatic greasing system on sweepers to decrease maintenance time and reduce wear on critical parts, which can cause unscheduled maintenance and missed sweeping opportunities.

Techniques

- Sweep in a pattern that keeps spilled material from being pushed toward catch basin inlets
- Locate storage and disposal sites for the material collected during sweeping so it will not get back to the storm sewer systems.
- Before sweeping, manually rake sand from any adjacent turf areas onto the surface to be swept.
- Use a small pool of highly trained operators.



Source: American Sweeper Online

Residual Material

- Street sweepings may be reused by cleaning out leaves and other debris then mixing the sweepings with new salt/sand mixture for winter application to roads, parking lots or sidewalks. When screening sweepings for reuse in this way, use a small mesh for the final screening to ensure that all of the larger debris has been removed. (A 3/4-inch mesh will screen out much of the debris.)
- Recycle fall leaf sweepings by finding a composting or agricultural facility that will use them.
- Street sweepings may also be reused as daily cover material on sanitary or demolition landfills, but only those that have ground water monitoring systems. While sweeping residuals are not considered hazardous waste, a wide array of inorganic and organic pollutants are contained, so use caution in disposal.

Alternative Products and Application Rates

The sand and salt compounds applied to icy roads are easily carried into storm drain systems and receiving streams, especially during snowmelt. High salt concentrations are harmful to streams. Furthermore, road salt contains cyanide as an anti-caking agent; cyanide may cause acute or chronic toxicity to aquatic organisms. Since salts are soluble and mobile, they may run off before sweeping can begin. So in areas where salts pose a problem, alternative deicing products may help. However, these alternative products are usually more expensive than salt, and may have other environmental impacts, which need to be carefully weighed.

- Consider alternative deicers, such as calcium magnesium acetate (CMA), which, when used instead of road salt, has been shown to decrease sodium levels in groundwater. Be sure to consider their expense and potential environmental impacts prior to purchase.
- Use a deicer additive or replacement in order to reduce rate of application. A liquid organic product called Ice Ban,* derived from fermenting and distillation industries, has been shown to be cost-effective used as an additive (it can also be used alone). However, it has raised some concerns about BOD loading. If used alone, it must be applied prior to snowfall.

** This mention does not constitute an endorsement of product.*

Pavement Management

- Apply deicers at the appropriate time to reduce rate of application. Applying before snow falls, based on forecasts, means less material is needed to melt snow. The drawback: if the forecast is inaccurate, the deicer will have been applied needlessly.
- Store salt and deicers on an impervious surface and protected from rainfall to eliminate contamination of runoff.
- Use clean sand, that is, sand free of fines, which are difficult to collect via sweeping and are more troublesome when they reach water bodies.
- Train operators to apply the minimum amount of sand necessary

Other Prevention Measures

Commercial and retail operators can help reduce and prevent accumulation of pollutants by:

- limiting exposure of materials and equipment to rain and snowfall by storing indoors or covering
- promptly cleaning up spills using dry instead of wet cleanup techniques.
- promptly repairing potholes and other pavement damage to help prevent erosion of subbase material.
- training workers about these principles

Snow Storage

Snow piles containing sand and salt that build up over the winter months, generate concentrated releases of sand and salt during spring snow melt conditions. Also, trash and debris usually accumulate in snow piles during snow plowing operations. Therefore, five months of potential pollution accumulation may occur over the winter months for rapid release in the spring.

- Plowed snow should not be directly discharged to lakes, streams or wetlands. Storage locations should be flat and well-drained in order to avoid direct drainage into surface waters.
- Pay attention to the location of snow piles, avoiding nearby surface runoff discharge points and impervious surfaces.
- Install berms, skimmers and detention ponds to settle sediment and trap debris.
- Place snow piles so as to avoid or divert surface water run-on from areas outside the snow piles.
- During spring melt conditions, visually observe the snow piles for runoff/run-on conditions and debris contained in the snow that may be subject to blowing.
- Do not pile snow into wooded areas, around trees or into vegetative buffers. The equipment operators usually try to get the snow as far into the area as possible and wind up striking the tree trunks. These injuries eventually lead to rotting of the trunks and premature tree death.

Pavement Management

Sources

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PAS Memo

JANUARY 2001

A New Urbanism Approach to Service Station Design

By Clark Wagner, AICP

The invention of the automobile changed the way Americans live and travel. Its companion, the service station, has evolved in its design style over the years. The remodeling of existing service stations and construction of new ones has provided the frequent opportunity to revisit the principles used for service station design. This *PAS Memo* illustrates a new set of design principles that have been employed in Gaithersburg, Maryland. They are founded in New Urbanism design principles that came from the Kentlands, the city's first traditional neighborhood development. Examples of three new service stations illustrate how these principles affect the architecture, landscaping, signage, lighting, and pedestrian access, and how they improve the overall relationship that the stations have with the public realm.

Evolution of Service Stations

The original, full-service filling stations offered service as a way to gain customers of their brand of gasoline. Most post-World War II service stations offered a variety of petroleum products, including gasoline, as well as automotive repair services. These stations were predominant throughout the mid-twentieth century, and some are still in operation today.

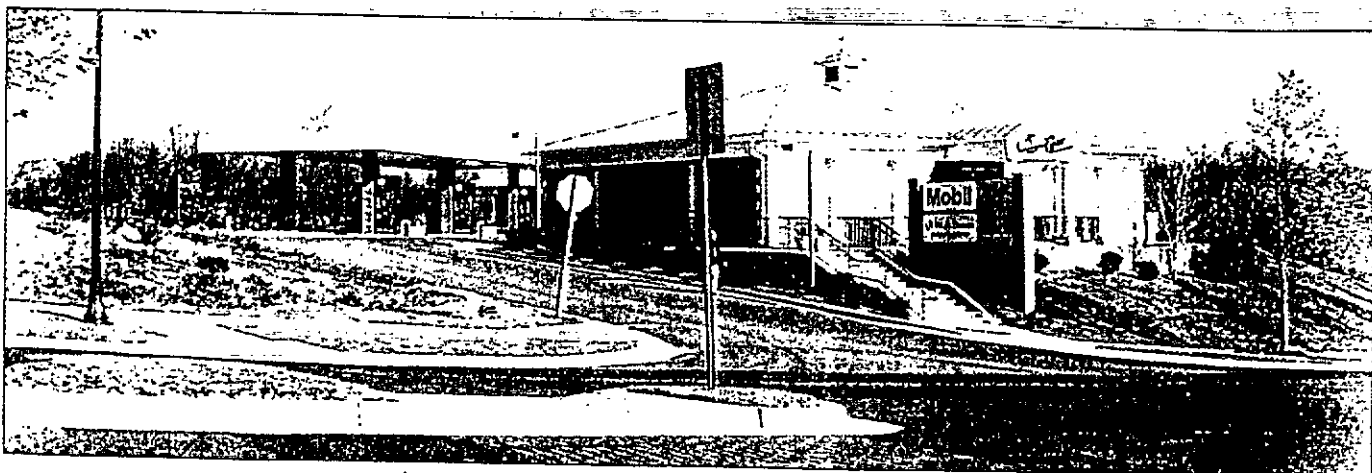
During the late 1970s and early 1980s, however, many service stations became less service oriented and began to abandon the repair portion of their business. As they changed, these facilities became commonly referred to as gas stations. Two types of gas stations emerged: the typical "gas and go," usually independent dealers that eliminated most other services so to offer the best

possible price for gas; and the large brand-name dealers, who converted the repair bays into convenience stores and maintained other customer services, such as car washes and upgraded bathrooms. The latter type of station has become even more prominent in the 1990s as dealers have further attempted to cater to the convenience and comfort of their customers.

The addition of substantial accessory uses has created an opportunity for an updated set of simple design principles.

Today's stations have added large canopies that are extremely well-lit, cover as much of the pump island area as possible, and are often connected to the convenience store, so the customer is always protected from the weather. They also are building larger convenience stores with impulse items that a typical gasoline purchaser may be tempted to buy while paying for gas. Other accessory uses have been added to the typical gas station such as automatic car washes, lube-and-oil centers, dry cleaners, beer and wine stores, and fast-food restaurants. Any use that may attract the business of a gasoline purchaser could potentially be a lucrative addition.

These other uses have begun to draw customers who may not need gas but may need only the convenience store services. Large brand-name gasoline dealers, such as Mobil, have recently constructed stations that include a Vie de France bakery, Pizza Hut, Taco Bell, or Burger King fast-food restaurant. In most cases these outlets are larger than the typical gas station, in



The Mobil On The Run station in Kentlands was designed with the building fronting the street and the pump islands and canopy to the rear.

order to accommodate a larger building and the associated parking. Quite often the gas purchase has been reduced to transactions at the pump-island with a credit or debit card, where no human contact is necessary.

Gas Stations with a New Urbanism Twist

Many gas station developers have established a design prototype which they use for all new stations. While this approach can make it difficult to introduce new design concepts that are accepted by developers, the addition of substantial accessory uses has created an opportunity for an updated set of simple design principles to be proposed. The principles presented here came out of the planning concept for the Kentlands traditional neighborhood development project designed by Duany Plater-Zyberk & Company (DPZ & Co.) in 1988.

In 1996 a design charrette was held to plan the remaining 50 acres of the Kentlands and the 342-acre Lakelands, another traditional neighborhood development adjacent to and integrally connected to the Kentlands. The developer of the Kentlands, Chevy Chase Bank, had both a McDonalds restaurant and a Mobil service station interested in locating on Kentlands Boulevard. The site would be opposite the future town center for the Kentlands and Lakelands. The plan proposed that both structures front onto Kentlands Boulevard at a new roundabout, which would also be the intersection with Market Street, the "main street" portion of the town center.

When plans were ultimately submitted for approval, the McDonalds was dropped from the plan, and the service station was moved further down the street. However, the design of the gas station remained as planned by the charrette. The six design principles that came about as a result of that process include:

- Locate the building so that it fronts onto the street, with the pump island canopy to the rear.
- Design the architecture of the building fully on all four sides.
- Provide windows or some equivalent fenestration facing the street.
- Strongly encourage pedestrian entrances on the street side of the building.
- Require pedestrian connections to surrounding properties and the street.
- Design freestanding signage as a monument sign at a human scale, or no larger than five or six feet in height. (Human scale is based upon the average adult height or the height which does not overpower a person standing next to it.)

These six simple principles were applied to the design of three gas stations in Gaithersburg, including the original Kentlands project. All three are described below.

Kentlands Mobil On The Run

The Mobil On The Run station in Kentlands was designed with the building fronting the street and the pump islands and canopy to the rear, in conformance with the first design principle. It was planned to have a Vie de France bakery, a full convenience store, and an automatic car wash. Of the 2.5 acres of the site, only about one acre was buildable, because most of

the site is within a conservation easement. The site needed to accommodate 17 required parking spaces, the stacking lane for the car wash, and area for the turning movements of the tanker trucks delivering fuel. At 3,055 square feet, the building is larger than most previously constructed gas station/convenience stores and included bathrooms accessible from within the building, as opposed to the exterior-access bathrooms found in older gas stations. However, the site limitations did not affect the ability to effectively apply the new design guidelines. The convenience and comfort for the customer was a goal for the developer, with high standards for interior layout and design.

The city staff, DPZ & Co., and the Kentlands residents had focused their efforts at the charrette on the building's exterior architecture and canopy. The convenience store/bakery building fronting on Kentlands Boulevard was designed with a hip roof made of standing seam metal and a center cupola, reminiscent of old-time service stations. It also included a central entrance from the street that included glass doors and windows, and a small porch with wrought-iron railings. This aspect of the building's façade, along with an entranceway and glass doors facing Kentlands Boulevard, addressed the design principle requiring windows facing the street. A small barrel-vaulted roof extends over the entrance with identification signage on the front. The building façade is finished in brick on all four sides and includes column pilasters and decorative corner treatments. Storefront glass was used for the rear entrance facing the pump islands.

The Mobil also has a strong pedestrian connection to Kentlands Boulevard. A broad stairway leads up to the building, allowing the service station to serve pedestrians as well as vehicular traffic.

While much of the design that resulted conformed with the New Urbanism principles, its signage may be its least successful element. The sign is approximately 10 feet high at its point closest to the public sidewalk, which is higher than the suggested height of five to six feet. The sign is also interior lit, an issue that the city is struggling with as it revises its overall sign ordinance. The goal at this time is to use indirect lighting that shines on the outside of the sign.

The most important issue the Kentlands Mobil has addressed is its effect on the public realm. It presents an attractive façade along the street and pedestrian walkway on Kentlands Boulevard. The high quality public space in front of the site has had a positive impact on pedestrians and motorists alike. "The Kentlands Mobil design helps soften the visual impact of having a modern commercial business sitting right on the doorstep to a neotraditional community," says Demos Chrissos, former chairman of the Kentlands Citizens Assembly. "It is designed to fit in with the Kentlands concept and is not the eyesore it could have been along a well-traveled roadway."

This service station became the catalyst for the city staff to implement these six design principles elsewhere. Fortunately, the staff were able to turn to the Kentlands Mobil as a built example of how these ideas can be incorporated into the development of a new service station. Two stations built based on these principles are the Washingtonian Chevron, located near a mixed-use development, and the 7/Eleven Citgo.

The Washingtonian Chevron

Following the Kentlands Mobil station, the Washingtonian Chevron was the first station to adopt the updated design principles. This station was proposed to be part of the Washingtonian Center, a mixed-use development that includes a "main street"-style retail component surrounded by high

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density residential, office, and hotel uses. In contrast to the Mobil station, this project site had better access to higher traffic volumes and was more visible. It also was in an area that had no existing service stations, so the developer was anxious for approval for service station use. While the site's mixed-use development zone allowed for gas stations, the original plan submitted to the city council had included retail use in the proposed site.

While the Washingtonian Center's developer, The Petersen Companies, resubmitted the plan to receive an approval for the use change, the city staff took the initiative of developing several site layout options in advance of approval and presented them to the developer and to the service station builder. The Petersen Companies were very familiar with the city's design goals and were helpful in achieving the type of layout that would meet the service station design principles.

The Washingtonian Chevron had several accessory uses to accommodate on a rather small lot. The main retail building was to be programmed with a dry cleaner, beer/wine store, and gas station/convenience store, for a total of 4,560 square feet. In addition, a lube center and car wash were to be located on the rear of the site. One advantage of the property is shared access with an adjacent restaurant, allowing for a smaller amount of the lot to be taken up by the entrance drive.



One of the new six urbanism design principles is to construct monument-style signs.

The major hurdle with the developer was convincing him to front the building on the street. The built example of the Kentlands Mobil and the demand for a gas station both aided the staff in persuading the developer that an innovative site design would not negatively impact the success of the station or any of its accessory uses. Once the developer agreed to the general layout, city staff became a strong advocate and assisted the developer in gaining the needed access approval from the county government because the site was located on a county-controlled road. Gaining county approval for a left-turn movement into the site became almost more important to the developer than the consequence of locating the building to the front of the site.

The next issue involved the building architecture and how the front façade was to be designed. This developer was concerned about using brick and a standing seam metal roof, the more expensive materials used for the Kentlands Mobil. Instead he preferred to use a stucco look with a terra cotta-style mansard roof, which provided an equally appealing façade but involved less costly materials.

Two key design elements were the amount of window area facing the street and the front pedestrian entrance on the street. In this case, the developer surpassed the Kentlands gas station in

their commitment to opening the building up to the street. The interior shelving and refrigeration units, the elements which are often the reason it is hard to achieve functional windows on these buildings, were placed to the sides of each tenant space, allowing the street side to be open for the windows. In addition, this station set a new standard for gas station bathrooms. Placed within the convenience store, the appearance and fixtures are similar to those in a hotel bathroom.

This project made another strong commitment by creating an inviting pedestrian entrance at the street side and the rear side of the building. Two lead walks angle in from opposite directions toward a single door to the convenience store. They connect directly to the main sidewalk along the street. In addition, the developer added two benches, a fountain, and plantings to make the overall area inviting to pedestrians and motorists. The developer saved several large oak trees planted as street trees years before the construction of the gas station, and the trees provide an attractive and pedestrian-friendly frontage.

SIX DESIGN PRINCIPLES

1. Locate the building so that it fronts onto the street, with the pump island canopy to the rear.
2. Design the architecture of the building fully on all four sides.
3. Provide windows or some equivalent fenestration facing the street.
4. Strongly encourage pedestrian entrances on the street side of the building.
5. Require pedestrian connections to surrounding properties and the street.
6. Design freestanding signage as a monument sign at a human scale, or no larger than five or six feet in height. (Human scale is based upon the average adult height or the height which does not overpower a person standing next to it.)

This gas station immediately became heavily used by the residential and commercial traffic in and out of the Washingtonian Center mixed-use development, as well as the many motorists driving by on the adjacent interstate. Pedestrians from a nearby high-density residential development also began to use the businesses at this site, achieving the design principle of pedestrian connectivity.

The signage for this gas station came close to meeting the design principle for human-scaled signs. Constructed of similar materials as the building, the sign blends in with the streetscape. However, its height is somewhat tall relative to the intimate nature of the space in front of the building. As with the Kentlands Mobil sign, it could have been more comparable with the building scale and design.

This project was a great accomplishment for the city staff. They were able to successfully apply the Kentlands design

principles to development elsewhere in the city. The acceptance of this type of design and layout by the developer was key in demonstrating that a higher degree of development quality can be achieved outside of a comprehensively designed traditional neighborhood development.

7-Eleven/Citgo

The site for the 7-Eleven/Citgo was originally designated for a restaurant. The change in use to a service station required the mayor and city council to approve the plan, as required by the mixed-use development zone. The site is at the northern entrance to the city, removed geographically from both the Kentlands and Washingtonian developments. It is on the corner of a major arterial highway and a local street, serving various office and warehouse developments. Immediately adjacent to the site are two extended-stay hotels. The developer was a local entrepreneur familiar with the city's development standards. In this case, the developer was not going to be the operator, but was able to dictate to the final operator how the site was going to be designed and constructed.

The uncertainty as to whether the use change would be approved gave the staff the time needed to gain the developer's acceptance of almost all the design principles. Adherence to these principles was quite important here, because the site is at a major entrance into the city, so it was viewed as needing the highest quality of design and construction.

Consequently, the decision to place the building on the street with the pump island canopy to the rear was agreed to early. This project had a future car wash as the only proposed accessory use, and the 2,960-square foot convenience store was the smallest of the three examples given here.

An integrated design on all four sides of the building included a mostly brick building with a split-faced block foundation and a series of pilaster-supported pediments on each side of the building. Originally a flat-topped building, a cornice was added along the top of the parapet wall to enhance the facade's architecture. Each pediment placed around the building had windows beneath it. However, because of the interior layout of shelving and refrigeration units, not all windows could be functional. Two windows facing the street were functional and the remaining ones were tinted spandrel glass, which from the outside appear to be actual windows. This building has received a lot of positive comments on its departure from the standard 7-Eleven appearance and the placement of the pump island canopy in the rear.

Pedestrian access to the building is excellent, with three lead walks connecting to the public sidewalk, one on the side of the building and one on either side of the building's front. A connection to the hotel directly to the rear of the site also was provided prior to the construction of the gas station and convenience store. Together these elements address pedestrian access and connectivity.

The monument sign for this station adhered to the proposed sign guidelines for this particular highway corridor; the guidelines were developed prior to the submission of the plan to the city. A good example of a "human scale" sign, it is five feet high and lighted from the exterior.

Conclusion

The gas station design principles outlined here can be useful for any community seeking to improve the way development impacts their public realm. However, there must be a fundamental philosophy at work within the particular

jurisdiction in order to gain acceptance and broad application of these principles for them to be fully implemented throughout the community. Both elected and appointed officials and the jurisdiction staff must have some level of buy-in to such a philosophy. If that is not the case, a developer can find someone who is willing to give them approval of a lesser quality design—one that may not meet the intended goals.

In addition, these principles should be codified in some manner to make them enforceable throughout the community. While this has not occurred in Gaithersburg, the city has been able to implement them on the last three gas stations constructed. However, the question remains as to how these principles can be implemented for all existing gas stations. Most likely, the city will have to wait for redevelopment pressures to compel a gas station to demolish and rebuild before the principles can be fully applied. At that time, a set of codified principles should be in place to achieve the high quality of gas station design for future projects.

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Holiday Stores have applied for a Conditional Use Permit to allow 24-hour operations at the gas station at 46th Street and Hiawatha Avenue. (This site is now a Conoco station.) Holiday Stores have also applied for a required Site Plan Review, the details of this site plan indicate that Holiday will eliminate the existing car wash and expand the convenience store area.

**Review Plans for 24 - Hour Operations
at the Gas Station at 46th Street & Hiawatha Avenue**

April 3, 2002

7:00pm

**Longfellow Community Council's Zoning & Planning Committee
Brackett Park Community Center,
38th Avenue and 28th Street**

It is important for Holiday representatives to hear directly from residents living near the gas station/store. This meeting is your only chance to review and comment on the plans in the community.

Following the meeting on April 3rd, Holiday will be scheduled for a public hearing and approval or denial by the Minneapolis Planning Commission. The public hearing is now scheduled for Monday, April 15th at 4:30pm in Room 317 City Hall, 350 S. 5th Street. If you plan to attend the Planning Commission meeting on April 15th, please call me that morning to confirm that the hearing has not been postponed.



This site is included in the 46th & Hiawatha Station Area Master Plan, created through an extensive community planning process. The Master Plan covers the area within ½ mile of the 46th Street LRT (Light Rail Transit) station. This plan is available online at: <http://www.ci.minneapolis.mn.us/citywork/light-rail/46th.html>

To: City of Minneapolis Planning Commission

Re: Conditional Use Permit application by Holiday Stores to do business at the southeast quadrant of 46th Street and Hiawatha Avenue South.

The desires of the near neighbors of the subject property are covered very well in the Station Area Plan that was recently completed. It is understood that the Planning Commission and City Council will use the plan as guidance in the permitting process for the proposed change in use.

I would like to add the following comments to the record.

Any money that is spent to upgrade or improve the facility should first be spent to bring the site into compliance with current storm water management and treatment requirements.

Any changes in advertising signage should be restricted to not allow an increase in surface area, height, or lighting intensity. Any opportunity to realize a reduction in these items should be taken.

Any changes in site lighting should be designed to direct the light into the site, rather than out onto the neighborhood as it is now.

The drive opening on Hiawatha Avenue should be eliminated or, at a minimum, restricted to its former designation as a right-in only; no exiting from the site directly to Hiawatha Avenue.

I believe it also important to recognize that Minnehaha Parkway is the first designated urban Scenic Byway. By definition scenic includes the landscape as far as the eye can see. The subject project is certainly visible from the Parkway and due consideration should be given to the visual impact of the continued use.

Thank you for your attention.

Respectfully submitted,

Philip Behrend
4605 35th Avenue South

Wittenberg, Jason W

From: kmcdonald [kmcdonald@compuserve.com]
Sent: Sunday, March 31, 2002 9:59 AM
To: craigwilson@longfellow.org; Jason Wittenberg
Subject: 46th Street Conoco

Dear Jason and Craig:

Please include Mr. Bastien's comments in the official record for 4601 Hiawatha Av S Holiday Stationstore proposal.

His comments are important, and as a member of the steering committee and participant in the master plan process he adds a great deal of history and perspective.

Thanks,

Kevin McDonald
4517 47th AV S
Minneapolis, MN 55406

-----Forwarded Message-----

From: INTERNET:GregMSEA@aol.com, INTERNET:GregMSEA@aol.com
To: [unknown], kmcdonald
Date: 3/30/2002 9:35 AM
RE: 46th Street Conoco

Memorandum
March 30, 2002

To: Kevin McDonald

From: Greg Bastien, 46th Street Area Master Plan Steering Committee Member

Re: LCC Site Review for Conoco

As a member of the steering committee and a participant in the Master Plan process I was contacted by you to comment on the proposed changes for the Conoco on 46th and Hiawatha. The planning process included four workshops, separate meeting with staff from Hennepin County, City Planning and Farr and Associates. Hundreds of people participated in the workshops and the process was used to develop a consensus plan. This particular piece of property generated a great deal of discussion. The owner was concerned that the Master Plan was a process for wresting from him his property and devaluing it. We were cognizant of this concern and staff and elected officials assured him that the property would not be taken under the conditions being talked about in the Plan. However, the property received a great deal of negative comment because of its location, small footprint and impact on pedestrians and traffic flows.

In this matter pedestrian access and traffic flow is of most concern. This business has already been cut off from south flowing traffic on Hiawatha Avenue. Improvements in traffic flow on 46th Street would restrict direct access from traffic moving west. A concrete median divider would be placed in 46th Street preventing left hand turns into the station. Access would only be northbound on Hiawatha and eastbound on 46th Street. Indirect access would come from the narrow roadway that connects Burger King to 46th Street. Traffic is already snarled at the Conoco during rush hours on 46th Street and on the site itself during peak usage of the car wash and gas customers competing for limited driveway space. All of the traffic in and out of the driveways and on the access road pose a threat to pedestrians who will in a

short time be walking these sidewalks to a light rail station and major bus transfer point. 58 new bus connections will be made at the light rail station according to estimates in the planning process. Metro Transit can give you a better number per day. John Dillery is the staff person most knowledgeable about the improved bus schedules at 46th Street. MnDot foresees significant congestion east of 46th Street during peak travel times in the next few years.

On site the proposed changes are not compatible with creating safe pedestrian access to the light rail station. The greater volume of traffic caused by more people stopping not only for gas, but also for snacks and groceries makes these pedestrians more vulnerable and less likely to walk to the light rail station. These convenience store services for transit users and others are already available at Bonkers and Walgreens. It would be a redundant service at Conoco. The new development should conform current code for parking and landscaping. For transit oriented development it would be most desirable to reduce the number of driveways and place buildings closer to pedestrians according to design standards adopted in the Master Plan. Another change would be to stay open 24 hours, but this does not impact the Master Plan so I will not comment on it. All of the additional hours are during off peak travel times.

Although the plan was for a 20 year period of time some of the provisions were to be implemented in a more timely manner to encourage development at the site to conform with TOD. I include my comments to Mike Larson from last June 19 regarding these matters.

"Two immediate concerns come to mind. The overlay zoning is needed to prevent the redevelopment of the master plan area in an highway oriented manner as outlined in Chapter 6.29. The creation of pedestrian friendly crossings of 46th and Hiawatha is imperative to assure safety and the redevelopment potential outlined in the master plan. It would be a shame to involve as many people as we did and clearly identify certain needs without addressing them in a timely fashion.

The at-grade pedestrian crossings at 46th and Hiawatha needs to implement all of the recommendations contained within the draft report. Failure to do so will undermine the viability of light rail ridership and the redevelopment of the area described within the master plan."

We owe it to the hundreds of citizens who took part in the planning process to see to it that the spirit of the consensus plan is implemented. We have come too far to let short term gain compromise long term successful redevelopment. Unfortunately the idea of enlarging the building and increasing the number of cars into and out of the site does not meet with the design standards adopted by the committee or the vision of what this corner could look like in the future. More importantly it jeopardizes pedestrians, will snarl traffic and impede the success of the new bus and light rail transit service when it opens next year.

----- Internet Header -----
Sender: GregMSEA@aol.com
Received: from imo-m10.mx.aol.com (imo-m10.mx.aol.com [64.12.136.165])
by siaag2aa.compuserve.com (8.9.3/8.9.3/SUN-1.12) with ESMTP id KAA16836
for <kmcdonald@compuserve.com>; Sat, 30 Mar 2002 10:35:43 -0500 (EST)
From: GregMSEA@aol.com
Received: from GregMSEA@aol.com
by imo-m10.mx.aol.com (mail_out_v32.5.) id f.12a.ec85b0e (4470)
for <kmcdonald@compuserve.com>; Sat, 30 Mar 2002 10:35:38 -0500 (EST)
Message-ID: <12a.ec85b0e.29d7354a@aol.com>
Date: Sat, 30 Mar 2002 10:35:38 EST
Subject: 46th Street Conoco
To: kmcdonald@compuserve.com
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
X-Mailer: AOL 4.0 for Windows sub 104

Wittenberg, Jason W

From: Jennifer Bochman [jbochman@gw.hamline.edu]
Sent: Monday, April 01, 2002 10:29 AM
To: jason.wittenberg@ci.minneapolis.mn.us; craigwilson@longfellow.org
Subject: April 3 Zoning & Planning

Dear Craig and Jason:

I regret not being able to attend the planning meeting on April 3, I will be out of town on spring break with my two girls. As a resident for 7 years at 4632 Minnehaha Avenue, between 46th Street and Nawadaha, I am very interested about the develop procedures. I love my 1 1/2 story bungalow and love the neighborhood, coming from a small town and now having many siblings/family in the suburbs who feel I feel this statement is strong and sincere. I have no intentions of fleeing to the burbs. I hope you are able to use my very thought out comments and opinions to make your decisions.

Although very, extremely sad to see the trees go, thinking not everybody did everything they could have (lack of creative thinking) I am in support whole heartedly of light rail. I hope someday it parallels a more major highway such as 35 W, 35 E, or 394???

My concern at this point is in 4 parts.

1. Although feel it is unnecessary to have a Holiday store at corner of Hiawatha and 46th street, could be utilized for something better, whatever happens traffic patterns must change. My children, daycare children, I, and now roommate carrying her child, have almost been hit while walking by a vehicle 5 times within 2 years.

2 times on corner of Hiawatha and 46th street, 2 times on corner of 46th street and Minnehaha, and 1 time on roundabout, when road signs were still up stating road closed. No traffic entrance for the new holiday station should be allowed on 46th street!! Entrance from 46th street should be the utilization of Alley and some type of frontage road.

Traffic exiting alley should not be allowed to make left turn as it conflicts with Wallgreen entrance.

(I also parked my car once to assist my blind neighbor across this death trap and have witnessed a woman trying to assist 2 dev. disabled young woman across Hiawatha with many failed attempts.)

2. Holiday station/store, should be mandated to include 4 very large trees, as with all construction, and added noise, trees must be now planted to help visually and auditorially. Other side of Hiawatha should be mandated to add more trees as well.

Trees with grass under neath, NOT trees enclosed in cement!

3. Crosswalks with very white bold stripes should be added at corner of 46th street and Minnehaha, and again closer to Hiawatha Ave, one actually at corner and another just to the east of Alley/right by railroad tracks to help pedestrians/bikers cross and slow down traffic. Speed bumps between Hiawatha and Minnehaha on 46th street would also help, not too many, just one or two. 46th Street and Minnehaha should be a no right turn on red if we are going to have bike path, traffic just uses it as turn lane. (Suggest referring to Cleveland Ave. and Ford Parkway.)

4. Although this may be hear say, There is absolutely no need for a large grocery store on this block. I was without a car for 1 year and my roommate currently does not have a vehicle, the number 7 bus takes you to cub and rainbow on Lake Street, 15 minutes away. Lunds and Jubilee are 1 mile away, I walk this with my children 5 months out of the year. Wallgreens and "Bonkers" both have groceries, and in the summer there is usually a fruit stand. I guess a coop with decent food /good meat, could be added in the strip mall next to the old Wallgreens, that would be very pleasant and nice for park/bikers, to stop and get a healthy snack. Please avoid all the 1980 tacky commercialized thinking, we are getting beyond this aren't we??? I thought we were going to get some town homes/mixed housing/ 2 or 3 story apartments for some small families??? The schools in our neighborhood need more kids and I'm sure some people would like to live close to the transportation? As long as it was pleasant to look at.

Sorry so wordy.

Jennifer Bochman
Director of Student Teaching
& Field Placements
jbochman@gw.hamline.edu
651-523-2975

Wittenberg, Jason W

From: Lynne Berger [lynne.berger@usfamily.net]
Sent: Wednesday, April 03, 2002 4:34 PM
To: jason.wittenberg@ci.minneapolis.mn.us
Subject: 46 th St and Hiawatha Avenue redevelopment

Hello,

I am a resident in the area of the 46TH street LRT station. I am concerned with the level of congestion in the area at the present time. I have reviewed some of the master plan for the LRT area, frankly, I am amazed at my naivety of how the neighborhood will be affected by the addition of the light rail. I hadn't really thought too much about the level of development it would bring to the area. I had mostly focused on those concerned about parking at the LRT station.

When I heard about plans for a Cub store in the area, it shifted my focus to the surrounding area development. My concerns are with the level of traffic and congestion at an already busy intersection. I would also like to see the nearby Minnehaha Park highlighted rather than buried by an overpass and "big box" retail. As a result, I am dedicated to keeping informed of plans for the area.

The current discussion for the sale and redevelopment of the Conoco gas station, is the current buzz in the neighborhood. I would like to see the gas station relocated to the north of the current sight. I would be extremely opposed to a 24 hour station store.

Thank-you, Lynne Berger

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Wittenberg, Jason W

From: Scott Andre [mcandre@bitstream.net]
Sent: Wednesday, April 03, 2002 2:39 PM
To: jason.wittenberg@ci.minneapolis.mn.us
Subject: 46th and Hiawatha Development

Jason,

Hi, I'm a Minneapolis/Seward Neighborhood resident. I wanted to put in my \$.02 to you on the proposed Holiday Stationstore and Cub Stores down by what will soon be a new LRT station.

Regarding the Holiday plans/proposal:

Why locate what is essentially a gas station at an LRT stop. The services in the immediate walking vicinity of LRT stops should be focused on things useful to these riders. Now Holiday may argue that they offer more than gas, but in all of the Holiday's I've been to, I have to say 80-90 percent of the property is dedicated to services for autos and drivers. It just seems to me that the community is better served by making the best and highest use of this valuable property in the immediate vicinity of LRT stops.

Why not just find a different spot along that stretch of Hiawatha?

Regarding the Cub Food store rumors:

I've heard that Cub Foods wants to put one of their big boxes on a parcel between Hiawatha and Minnehaha at 46th st. Here again, it doesn't seem like the best fit for a spot close to LRT, with its commuters who are making their connection on foot, or by bus, or by bicycle. Yes, people need groceries, but Cub is set up to best serve people who want to go and load up on 4, 5, 6 bags of groceries and then load them in their car or minivan! Cub stores are huge and take a serious commitment of time to get what you need. If the nearby Cub store off Lake St. an Minnehaha is the norm, they are poorly staffed with cashiers and you invariably end up waiting in line for 10-20 minutes. They are not for people who want to go in and buy a quick bag of groceries for their supper that night.

I think most people, if they thought about, would want a smaller, more neighborhood-scale grocery, both for the above reasons and because they just don't want such a huge behemoth in the middle of their quiet neighborhood.

Thanks for listening.

-Scott Andre

2212 25th Av S
Minneapolis

Scott Andre
Minnesota Office of Environmental Assistance
651-215-0245

Wittenberg, Jason W

From: McDonald, Kevin J. [kevin.mcdonald@moea.state.mn.us]
Sent: Friday, April 05, 2002 4:53 PM
To: 'michael.larson@ci.minneapolis.mn.us'; 'jason.wittenberg@ci.minneapolis.mn.us'
Cc: 'sandra.colvin.roy@ci.minneapolis.mn.us'; 'Kevin J. McDonald'; 'Laura Sether'
Subject: Holiday Stationstore and 525.340's Finding of CUP Impeding Normal and Orderly Development and Improvement of Surrounding Property

Dear Jason (and Mike):

Re: Holiday Stationstore site plan and CUP requests for 4601 Hiawatha Avenue

I am writing to specifically address a provision of 525.340 that states the city planning commission shall make a finding before granting a conditional use permit (CUP) that the CUP "will not impede the normal and orderly development and improvement of the surrounding property..."

I'm sure Mike can articulate the facts surrounding 46th St and Hiawatha Station Area better than most. But it is clear that area residents and businesses, the City of Mpls, the official neighborhood groups (LCC, NENA and SENA), Hennepin County, Metropolitan Council and other stakeholders have been engaged for a period of 24 months or more in a comprehensive development planning process for the 46th St Station Area.

This process yielded a Master Plan that was subsequently formally adopted by the Mpls City Council. As part of the orderly development process, the Mpls Planning Dept sought, and received, a moratorium on development around the immediate vicinity of the LRT station areas. The purpose of the moratorium, as I understand it, was to prevent development inconsistent with the themes of Transit Oriented Development (TOD) and Pedestrian-Friendly Development, as envisioned in the Master Planning processes and general City of Minneapolis zoning and planning activities related to the Hiawatha LRT. The Mpls Planning Dept sought, and received, a six month extension of the moratorium. Again, the purpose and intent was to assure "orderly development and improvement of the surrounding property" within the LRT station areas.

The record is very clear that the City of Minneapolis has been engaged for several years in an "orderly development" planning process that was seeking "improvements of surrounding property." This is unquestionably a precedent and there is a detailed record to substantiate these efforts.

I submit to you that Holiday Stationstore's proposal to expand the Conoco gas station and to obtain a 24 hour CUP does not meet 525.340's requirement that the "conditional use will not be injurious to the use and enjoyment of other property AND will not impede the normal and orderly development and improvement of surrounding property..."

I am requesting that you enter this into the official records of the Mpls Planning Commission and factor this into the staff recommendation for Holiday Stationstore's proposal. I would welcome your thoughts on this matter.

Next week (or this weekend), I plan to address 525.340's required finding of "...operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare," and 548.60's provisions related to proximity to residential uses and history or complaints. These undoubtedly will yield yet another compelling set of arguments to deny Holiday Stationstore's requests.

Wittenberg, Jason W

From: BRIANBAIger4719@aol.com
Sent: Saturday, April 06, 2002 11:50 AM
To: jason.wittenberg@ci.minneapolis.mn.us
Cc: sandy.colvin.roy@ci.minneapolis.mn.us
Subject: Intersection of 46th St. and Hiawatha

Jason, I was in attendance at the LCC Zoning and Planning Committee meeting on Wednesday night. I live at 46th St. and 44th Ave south, only a few blocks from the corner where the Conoco Station is located. I have been a resident for a very long time. I am a former LCC Board member and was a contributor, most recently, to building a playground at Hiawatha School and Park.

I was embarrassed for my fellow citizens that we have had to endure the extreme traffic congestion that exists east of Hiawatha, on 46th St., at the intersection where Holiday proposes to renovate the site. I travel this intersection perhaps 2 to 3 times per day, plus my family can add a few more trips, at a minimum. Frankly, I am just waiting for the day that either a pedestrian trying to cross that roadway, or an automobile driver gets killed because of the congestion and confusion that is caused by all the traffic coming in and out of the roadway adjacent to the existing Conoco station.

I have, on to many occasions, had to hit my brakes rounding the corner heading east on 46th street when someone is just trying to pull out of that roadway and turn either left (worst) or right on to 46th Street. Conversely, as I turn left from Hiawatha on the 46th Street, properly turning into the left-hand lane, I must always be prepared to hit my brakes as someone in front of me is trying to turn left into the Walgreens store. Plus, I have seen cars just quickly confronted with this dilemma, steer quickly into the right-hand lane and almost run into autos coming through in the right-hand lane.

To allow these kind of conditions, clearly injurious to health and safety of it's citizens, to exist is an affront to the residence of this neighborhood. Surely there can be something done about this situation.

The current road way used by vehicles to get into the Burger King from 46th St. is just an alley. It is not adequate for two cars to pass safely and I know that it has been only a single lane alley before they started constructing Jack's Conoco, Burger King and the strip mall just south. Surely you can't think this road adequate to accommodate the traffic, as a one and only entrance and exit, to the proposed Holiday Station Store?

I am appealing to you, Mr. Wittenberg, to help us as citizens of Minneapolis to stand up against this insulting condition that has been perpetrated upon our neighborhood...and don't let it continue without using your influence to enact extreme safeguards that the citizens of this community deserve.

Thank You
Brian Alger
4616 44th Ave South
Mpls 55406

Wittenberg, Jason W

From: McDonald, Kevin J. [kevin.mcdonald@moea.state.mn.us]
Sent: Monday, April 08, 2002 5:11 PM
To: 'jason.wittenberg@ci.minneapolis.mn.us'
Cc: 'Kevin J. McDonald'; 'Sandy Colvin Roy'; 'Carol Kummer'; 'Pam Blixt'
Subject: 525.340s required finding of "...operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare

Re: Holiday Stationstore proposal for 4601 Hiawatha Av S

Dear Jason:

I am writing to comment on how Holiday Stationstore's proposal for 4601 Hiawatha related to 525.340's required finding of "...operation of the conditional use will [not] be detrimental to or endanger the public health, safety, comfort or general welfare."

Firstly, I believe it is important to address the oversight and/or misrepresentation that Holiday Stationstore's proposal for an expanded convenience store (along with gas pumping services), operating 24 hours daily, is not a substantive departure from the existing Conoco station operations. The suggestion that a gas station (Conoco) is already operating on the parcel in question, and therefore, Holiday Stationstore's proposal for an expanded convenience store isn't different does require close examination.

Under existing circumstances, the present Conoco station is used essentially by customers who are seeking only gas products which are dispensed from the site's pumping stations. Yes, some customers choose to add a self-service car wash to their gas purchases. But, for numerous reasons, customers do not visit the existing Conoco for purchases other than gas. Reasons include existing building size, the fact that few dry or grocery goods (e.g., gallon milk, 24 container soda packs or ready-to-eat items such as breakfast sandwiches or pizza slices and sandwiches) are currently stocked, and inability of Conoco to compete with prevailing prices for non-gas products. As the Holiday Stationstore representative stated to the community on April 3, Holiday plans to offer it many innovative non-gas products at a 46th and Hiawatha site. Thus, it is reasonable conclusion that the City Planning Dept make a projection that there will be an increase in customers who will drive in and out of the proposed gas-convenience store.

Given this, I believe that it is incumbent on the City Planning Dept to carefully analyze the complex issues related to increased traffic, access to the site, and the highly important issue of auto-bus-pedestrian conflict resulting directly from Holiday's proposal for CUP expansion and 24 hour CUP. They are not readily apparent and it is a concern that this analysis may have not been conducted or glossed over.

After conducting this analysis, it is entirely feasible that the City could, based on the required findings of 525.340, conclude that the Holiday Stationstore proposal will increase traffic into and out of an already congested intersection, will result in aggravated auto-pedestrian conflicts, and thus does not meet the threshold of not endangering public health, safety, comfort and general welfare.

Thank you for your consideration of this matter. I ask that these comments be incorporated with others you have received regarding this site plan and CUP review.

Sincerely,

Kevin McDonald
4517 47th AV S
Mpls, MN

Figure 4.2: Zoning

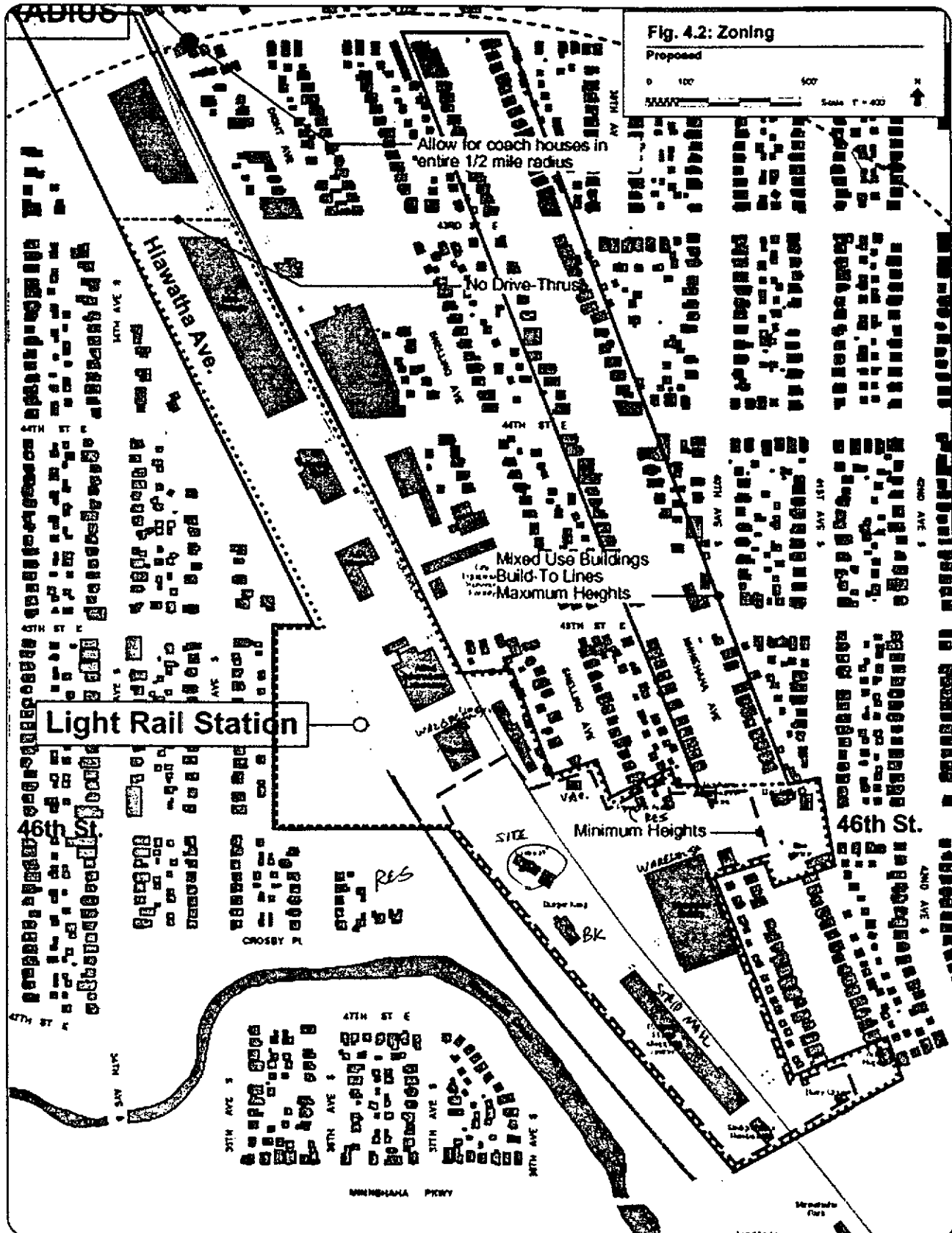
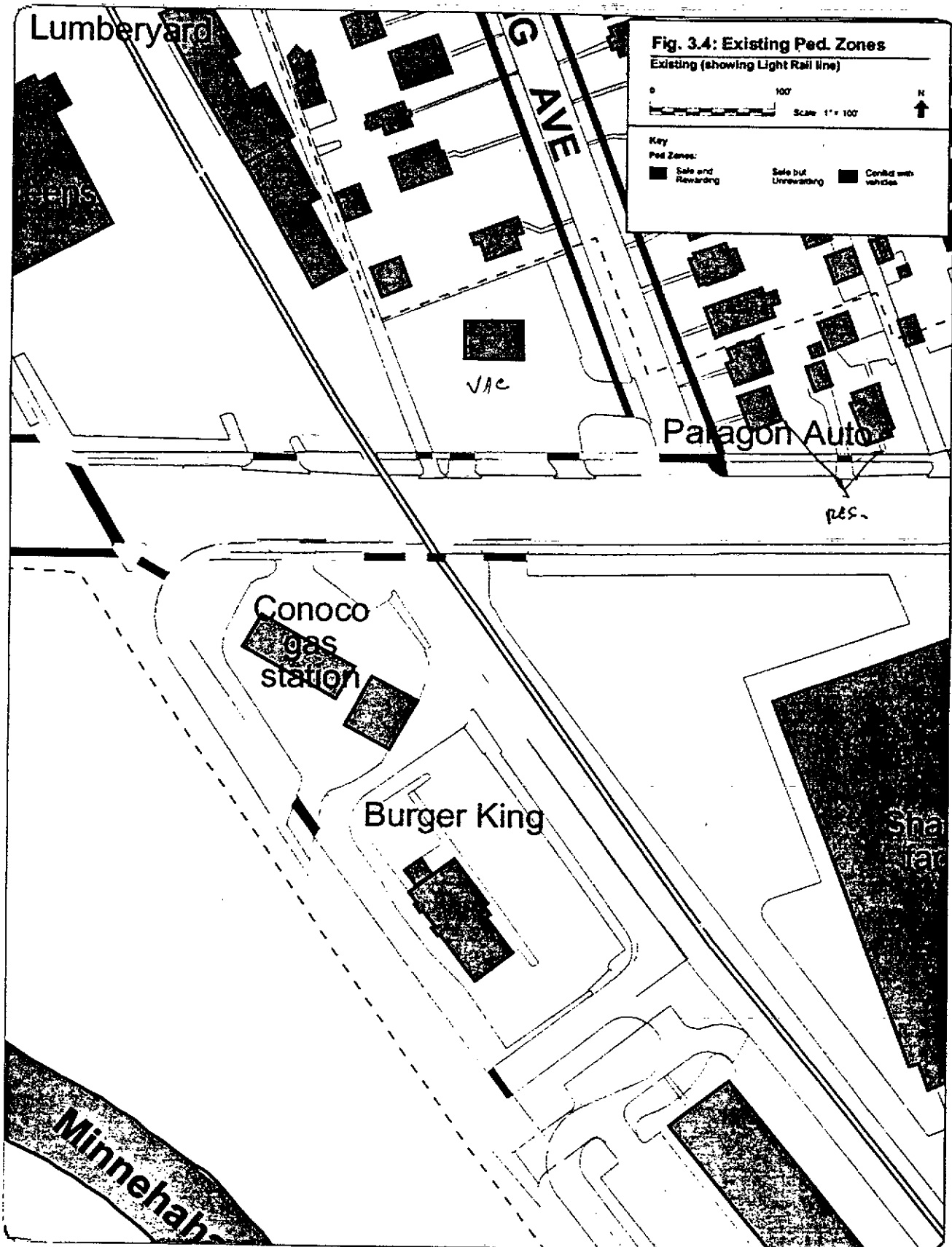
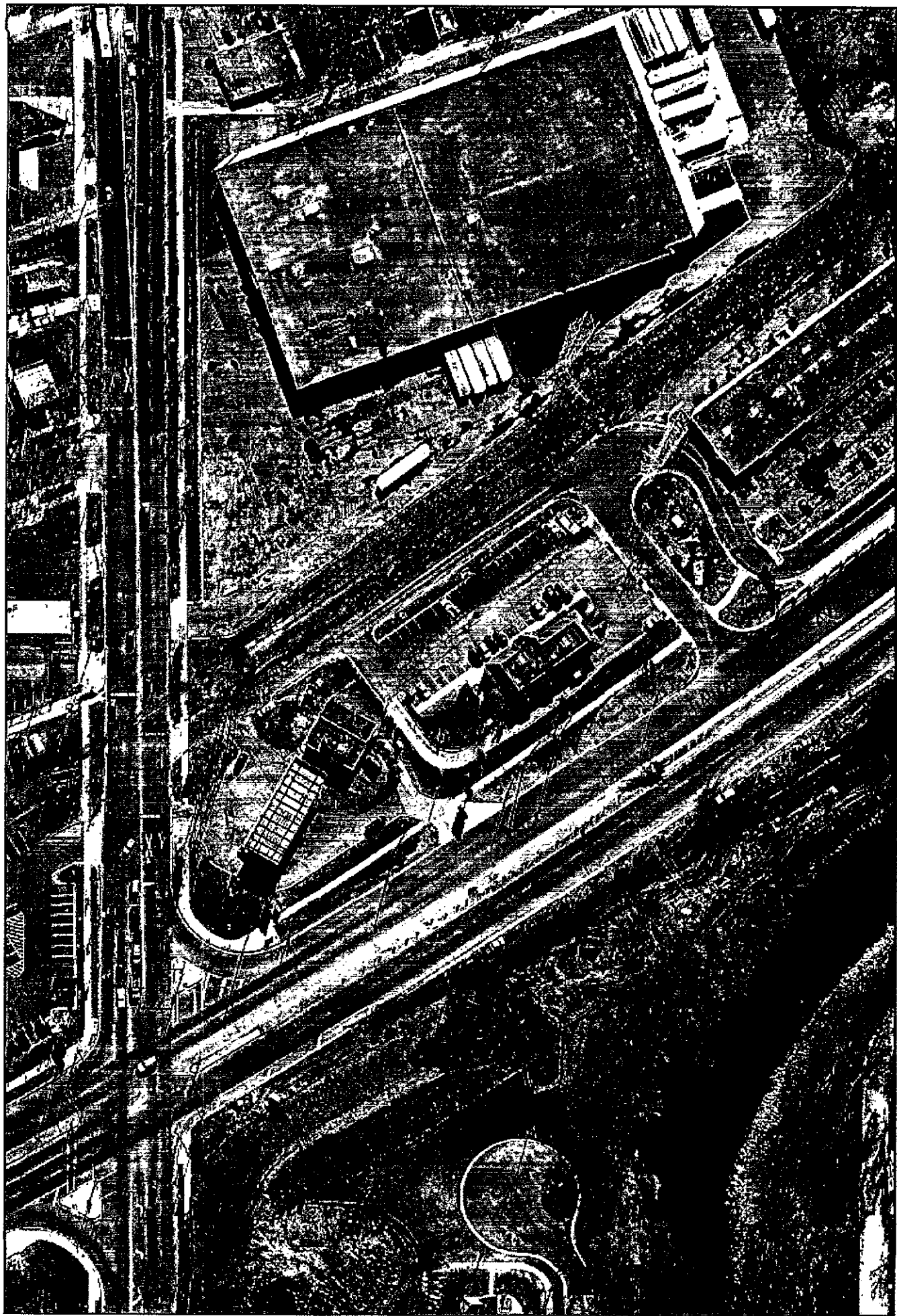


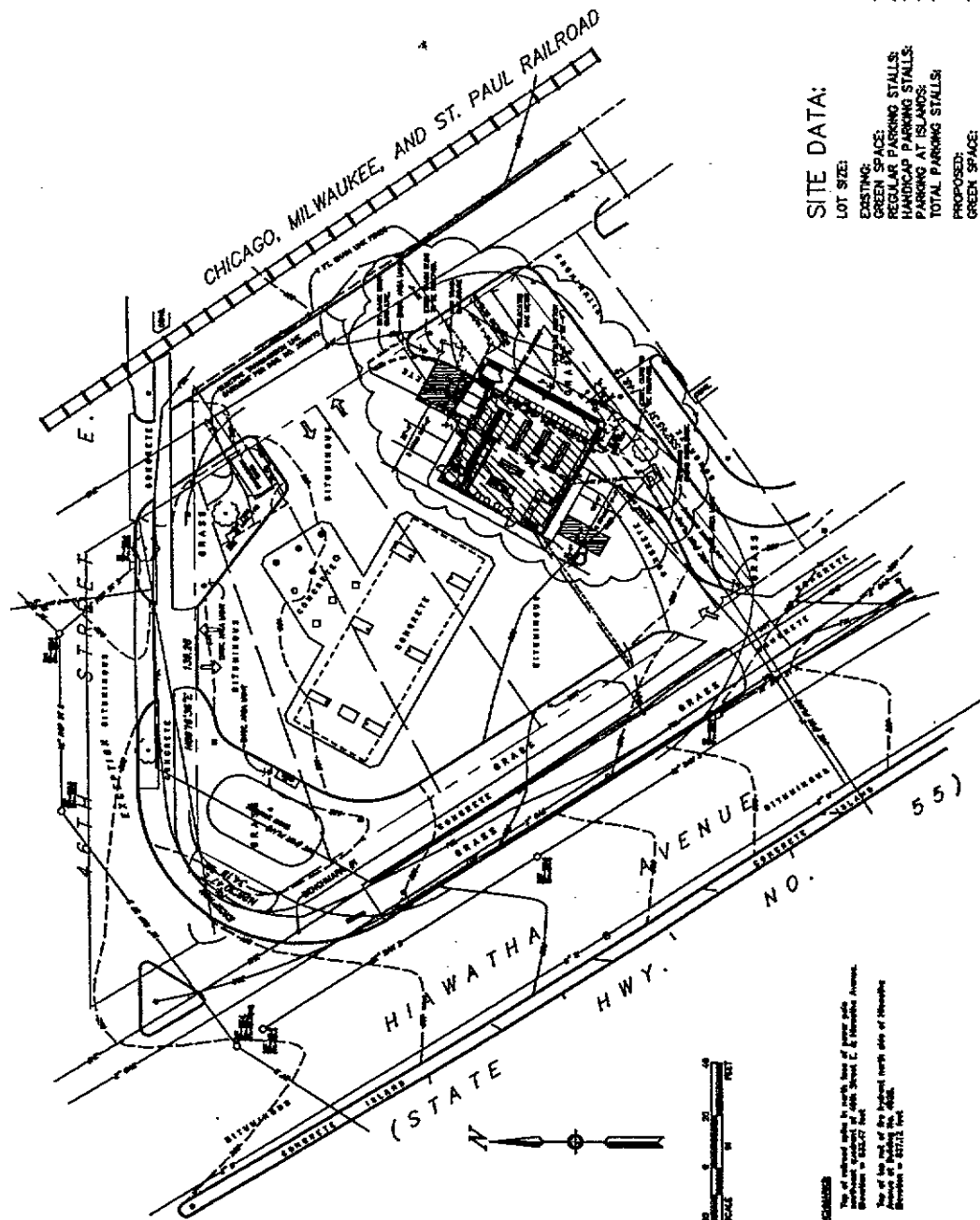
Figure 3.4: Existing Ped Zones



←Z



April, 2001



SITE DATA:

LOT SIZE:	28,363.70 SF / .65 ACRES
EXISTING:	
GREEN SPACE:	7,354.11 SF / 26% GREEN
REGULAR PARKING STALLS:	4
HANDICAP PARKING STALLS:	12
PARKING AT ISLANDS:	17
TOTAL PARKING STALLS:	
PROPOSED:	
GREEN SPACE:	7,177.42 SF / 25% GREEN
REGULAR PARKING STALLS:	1
HANDICAP PARKING STALLS:	12
PARKING AT ISLANDS:	18
TOTAL PARKING STALLS:	

- REMARKS:**
- 1) The lot shown is to be north of the lot shown on the map of the City of Minneapolis, Minnesota, in 1927, and is bounded by E. 5th Street, E. 6th Street, and E. 7th Street.
 - 2) The lot is to be north of the lot shown on the map of the City of Minneapolis, Minnesota, in 1927, and is bounded by E. 5th Street, E. 6th Street, and E. 7th Street.

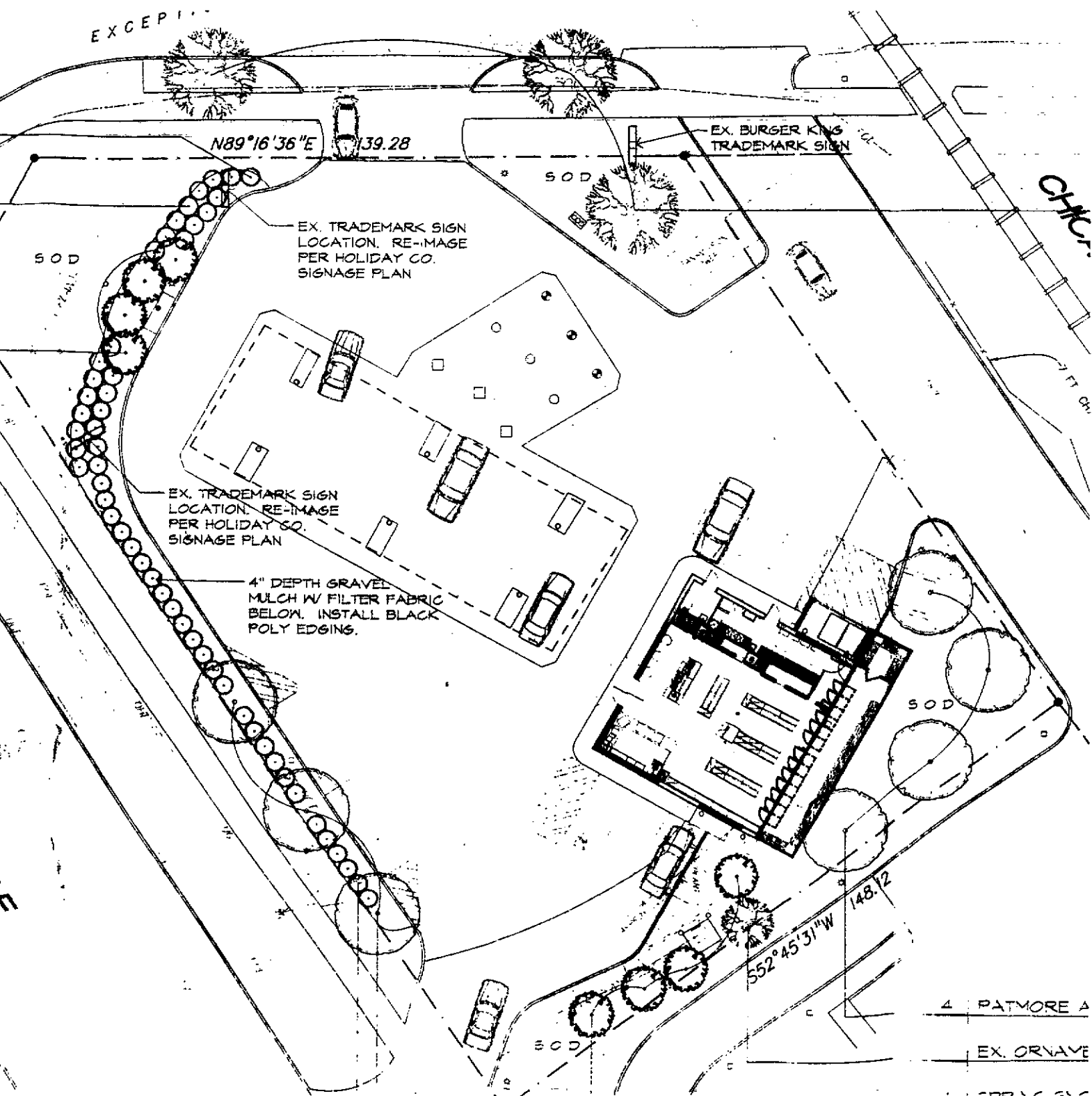
Holiday Companies

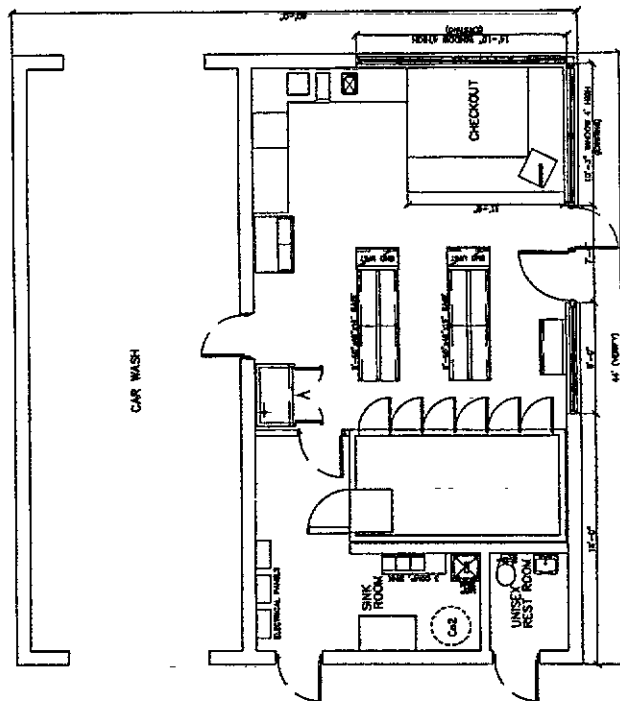


487 WEST 10TH STREET MINNEAPOLIS, MINNESOTA 55407

LOCATION:	MINNEAPOLIS, MN
PROJECT TITLE:	PROPOSED SITE PLAN
SCALE:	1"=50'-0"
DRAWN BY:	JMB
DATE:	02/14/72
DRAWING NO.:	S1







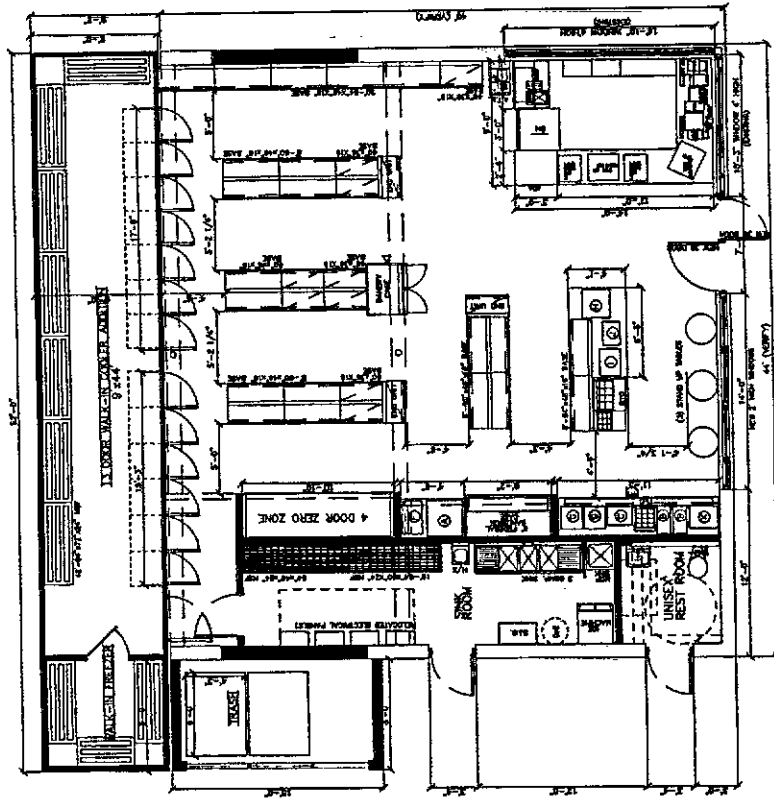
BUILDING DATA:
EXISTING:
 GROSS FLOOR AREA: 614.50 SF
 BLDG. FOOTPRINT AREA: 1,760.00 SF

NO. DATE		REVISIONS		LOCATION:	HINCAPOLIS, IN AND STREET & HARRISON AVE.	
CHANGE		BY				
				SHEET TITLE: EXISTING PICTURE PLAN		
				SCALE	DRAWN BY	DATE
				1" = 1'-0"	JAS	REMARKS
				DRAWING NO.		



Holiday Companies

4267 WEST 80TH STREET MINNEAPOLIS, MINNESOTA 55437



BUILDING DATA:
 GROSS FLOOR AREA
 GROSS FLOOR AREA
 GROSS FLOOR AREA
 GROSS FLOOR AREA
 GROSS FLOOR AREA
 GROSS FLOOR AREA

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Holiday Companies

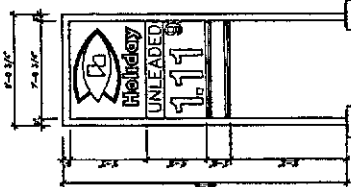
4407 WEST 20TH STREET, NEWARK, NJ 07102-3015



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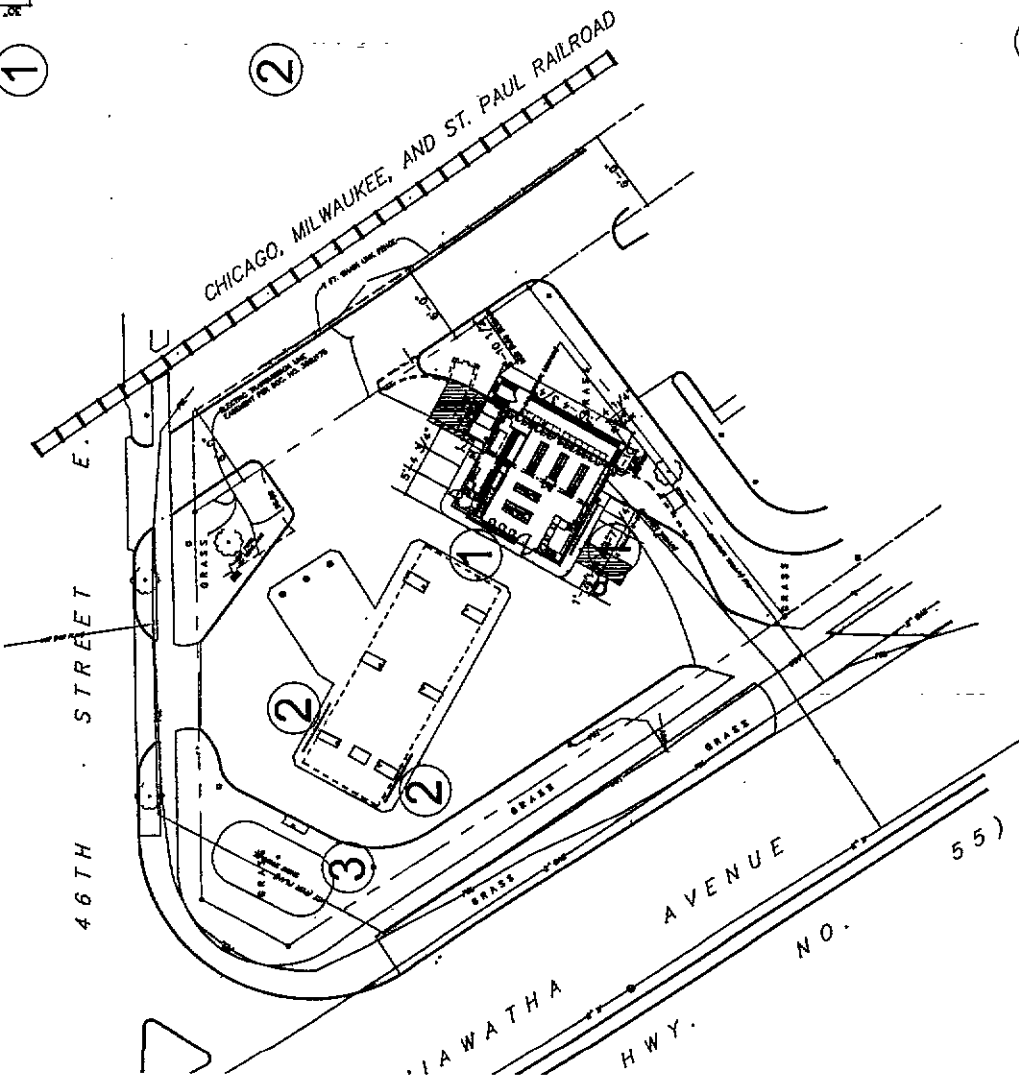


PROPOSED PRICE SIGN
HOLIDAY STATIONSTORE D. 38.3 SQ.FT.
PRICE SIGN 30.0 SQ.FT.
READER BOARD 11.7 SQ.FT.
TOTAL (PER SIGN FACE) 80.0 SQ.FT.

3

SIGNS	EXISTING	PROPOSED	DIFFERENCE
MONUMENT SIGN 1 ID PRICE READER	116 sq.ft. 44.0 sq.ft. 54.0 sq.ft. 18.0 sq.ft.	0.0 sq.ft.	-116.0 sq.ft.
MONUMENT SIGN 2 ID PRICE READER	116 sq.ft. 44.0 sq.ft. 38.3 sq.ft. 11.7 sq.ft.	80.0 sq.ft.	-36.0 sq.ft.
BUILDING ID CAR WASH	23.42 sq.ft. 08.0 sq.ft. 201.71 sq.ft.	69.06 sq.ft. 234.33 sq.ft. 0.0 sq.ft.	+45.64
CANOPY IDS	81.0 sq.ft. 3) 27.0 sq.ft.	71.5 sq.ft. 3) 35.75 sq.ft.	-9.5
	336.42 sq.ft.	226.5 sq.ft.	-115.86 sq.ft.

* ALL CONOCO SIGNAGE IS ESTIMATED

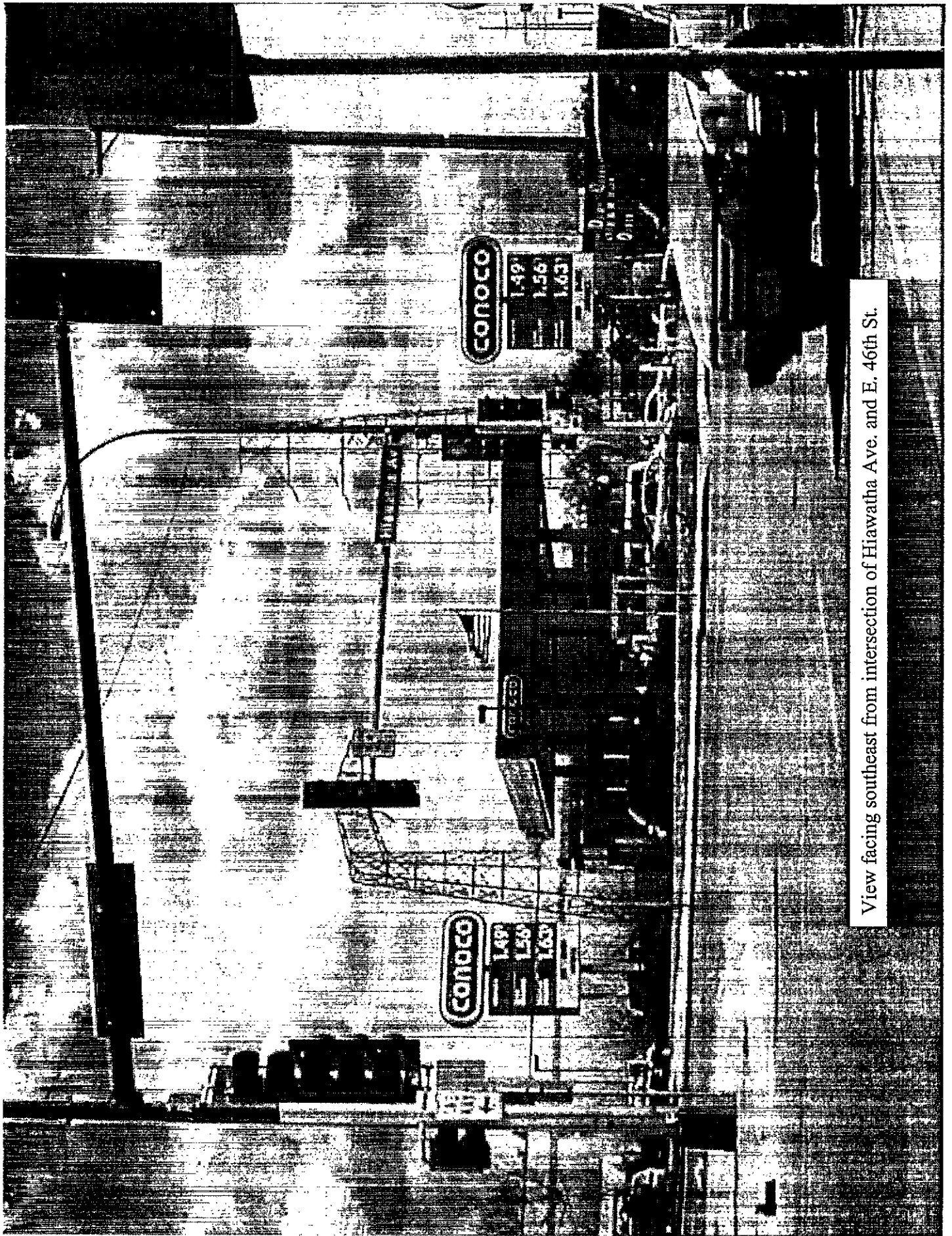


NO.	DATE	REVISIONS	BY	LOCATION	MINNEAPOLIS, MN
1		CHANGE			48TH STREET & WIAWATHA AVE
SHEET TITLE - PROPOSED SIGNAGE PLAN					
SCALE			DRAWN BY	DATE	ORIGINATING NO.
1/4" = 1'-0"			HLS	02/19/02	SGN1



Holiday Companies

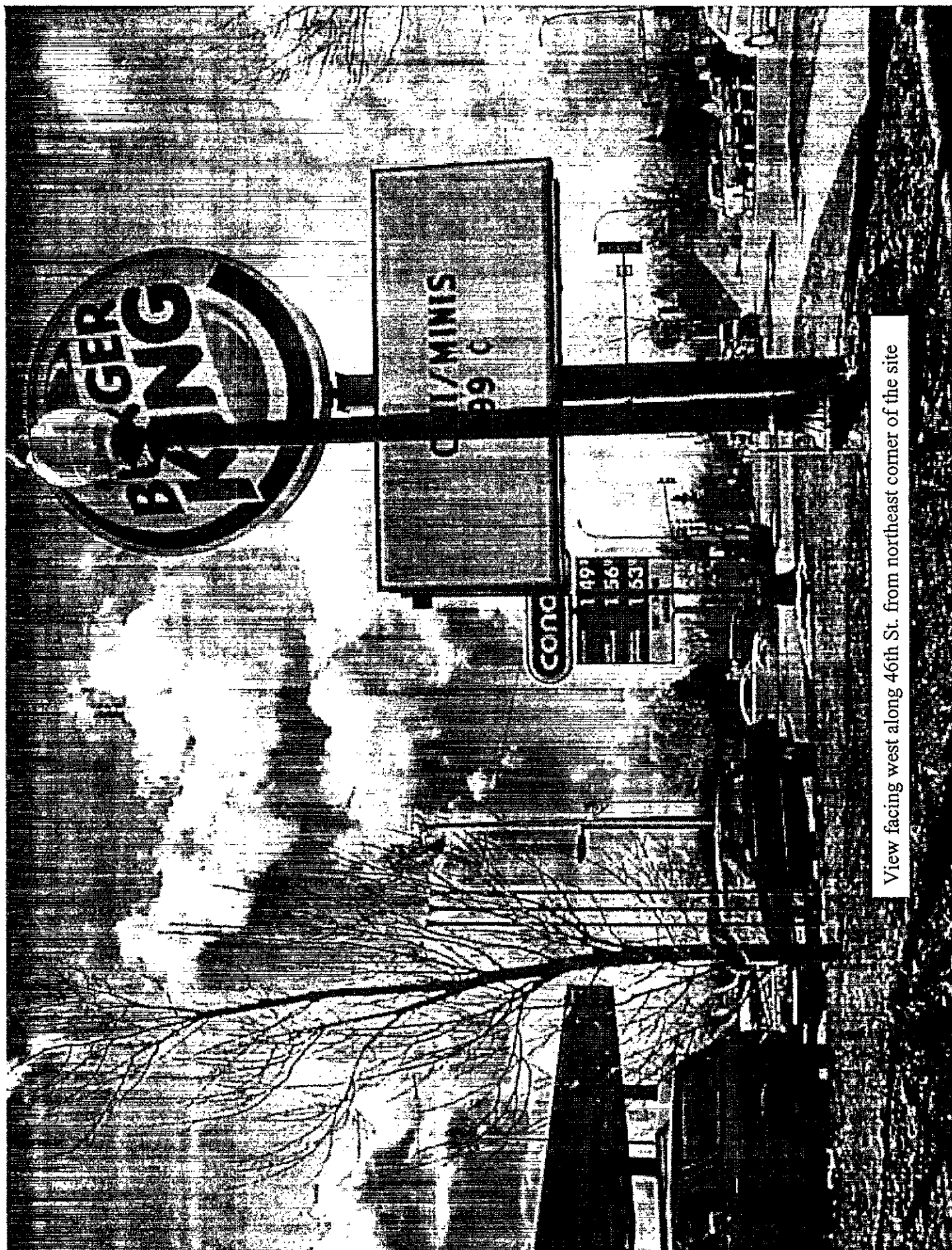
4807 WEST 18TH STREET, MINNEAPOLIS, MINNESOTA 55437



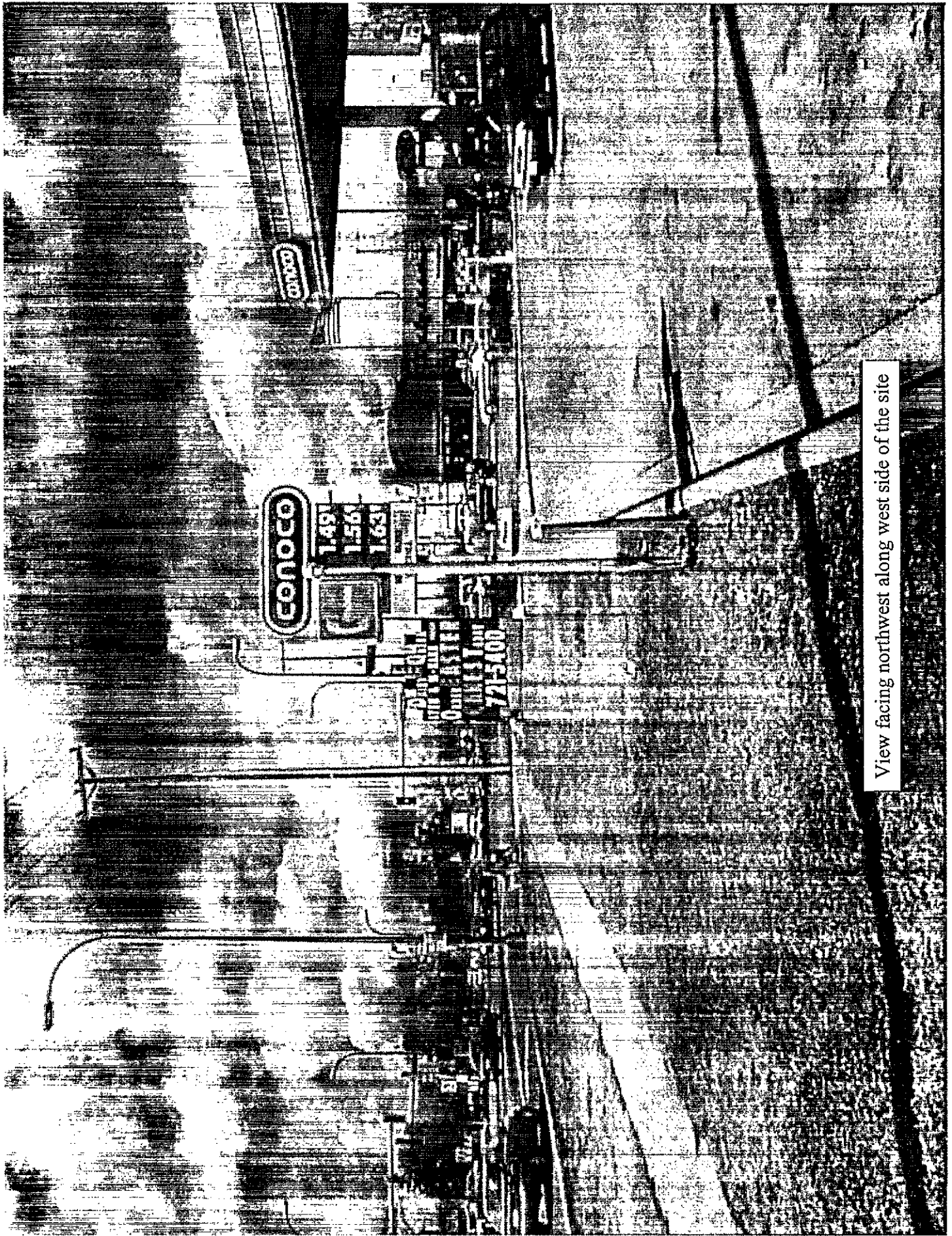
View facing southeast from intersection of Hiawatha Ave. and E. 46th St.



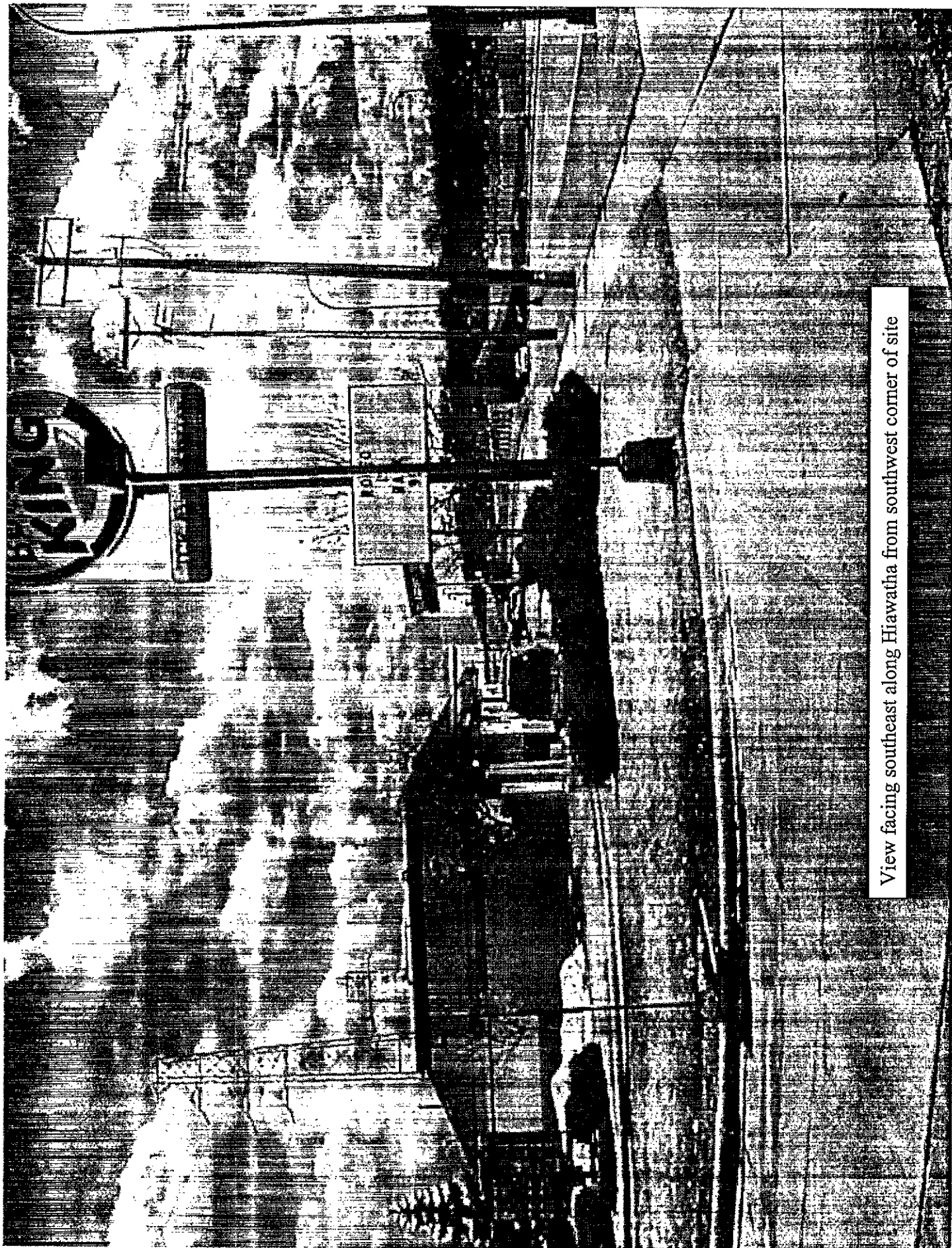
View of site facing west



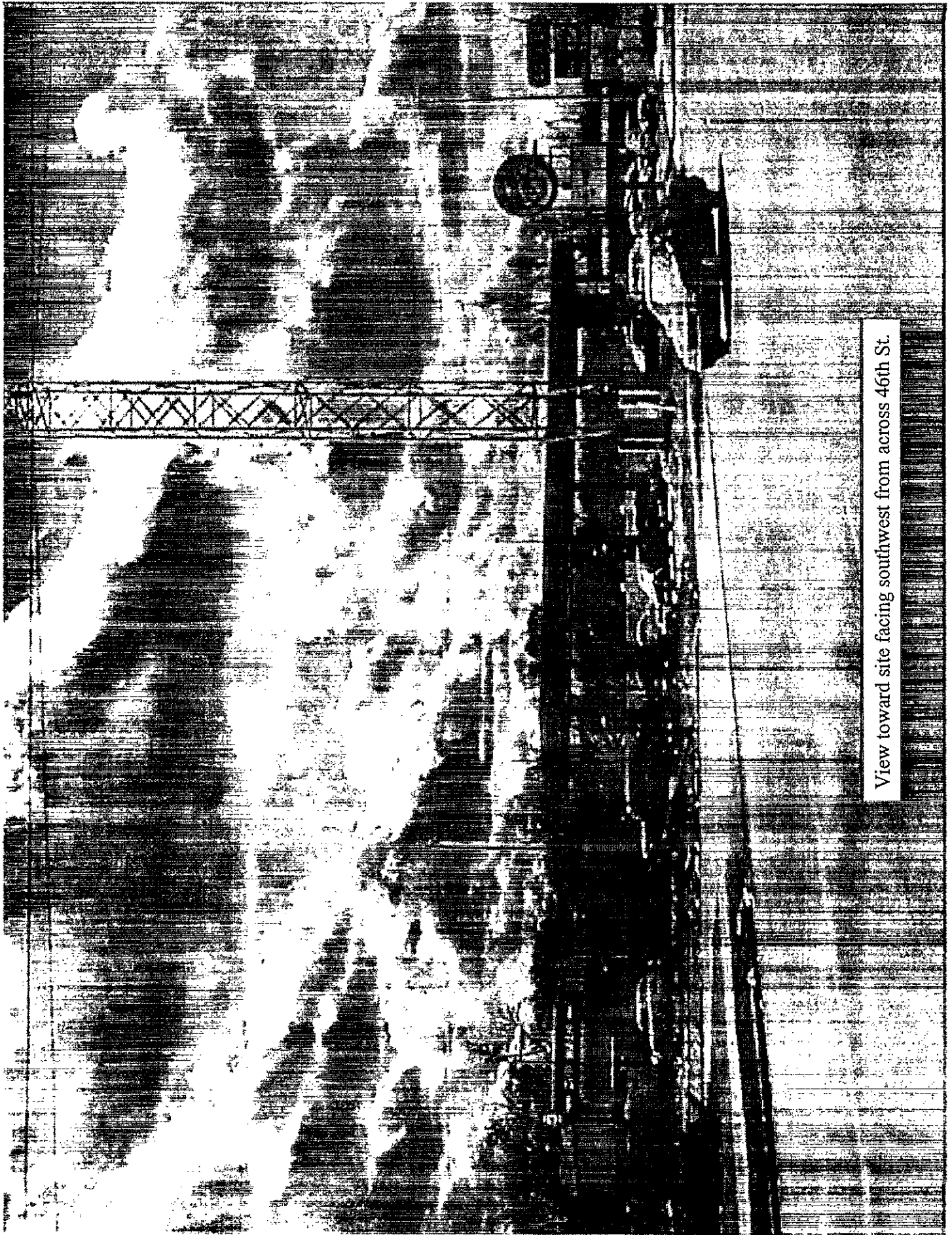
View facing west along 46th St. from northeast corner of the site



View facing northwest along west side of the site



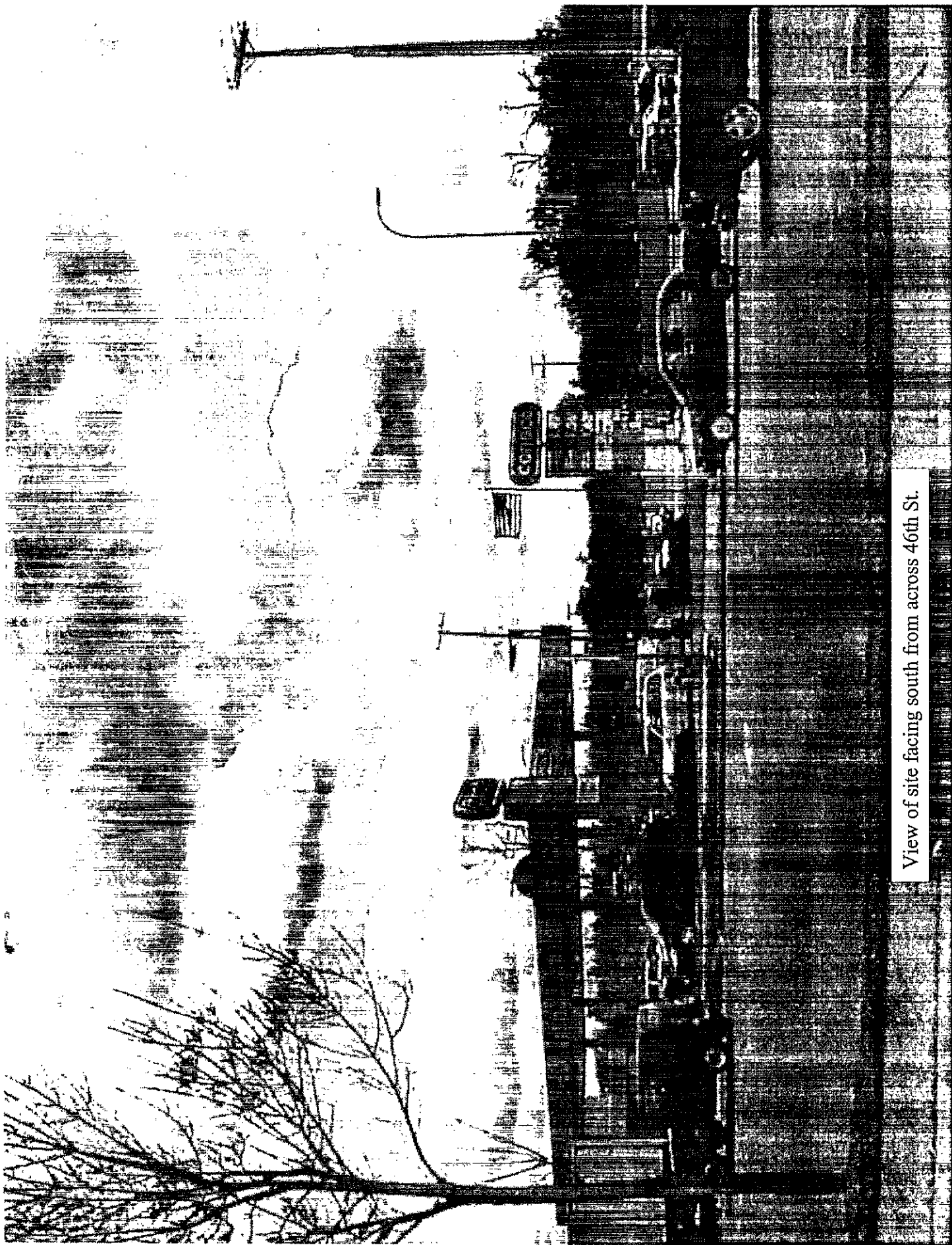
View facing southeast along Hiawatha from southwest corner of site



View toward site facing southwest from across 46th St.

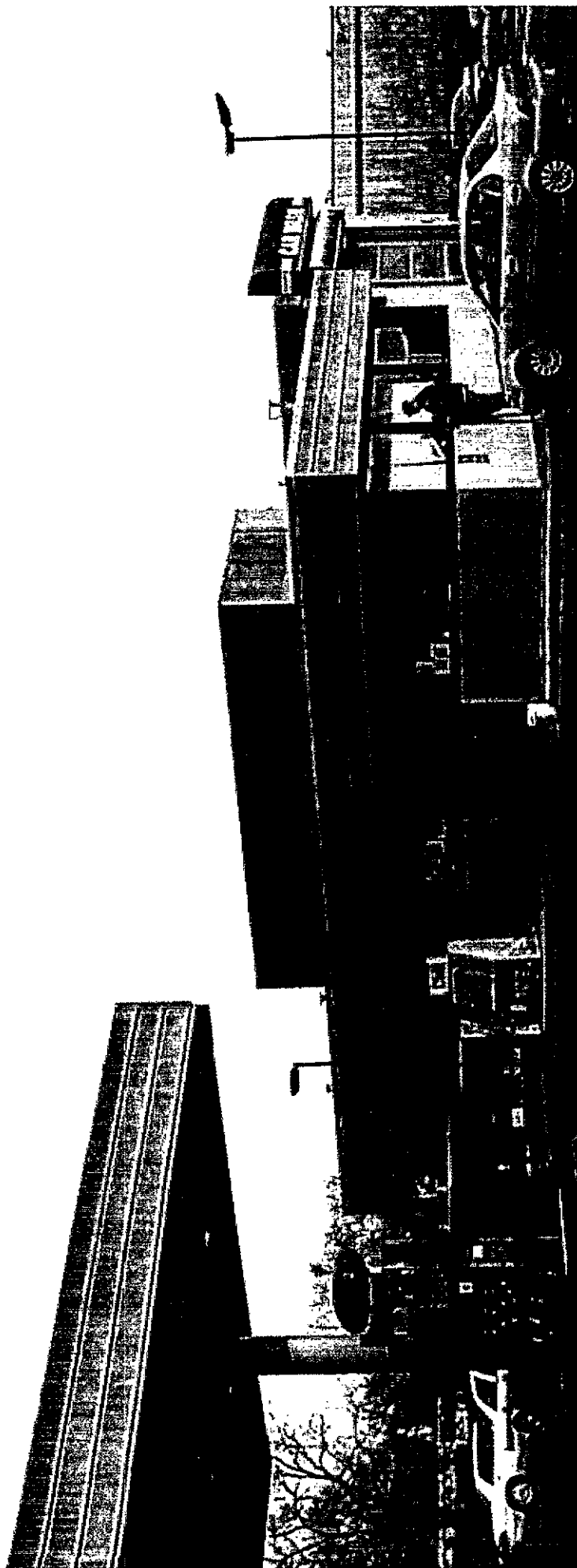


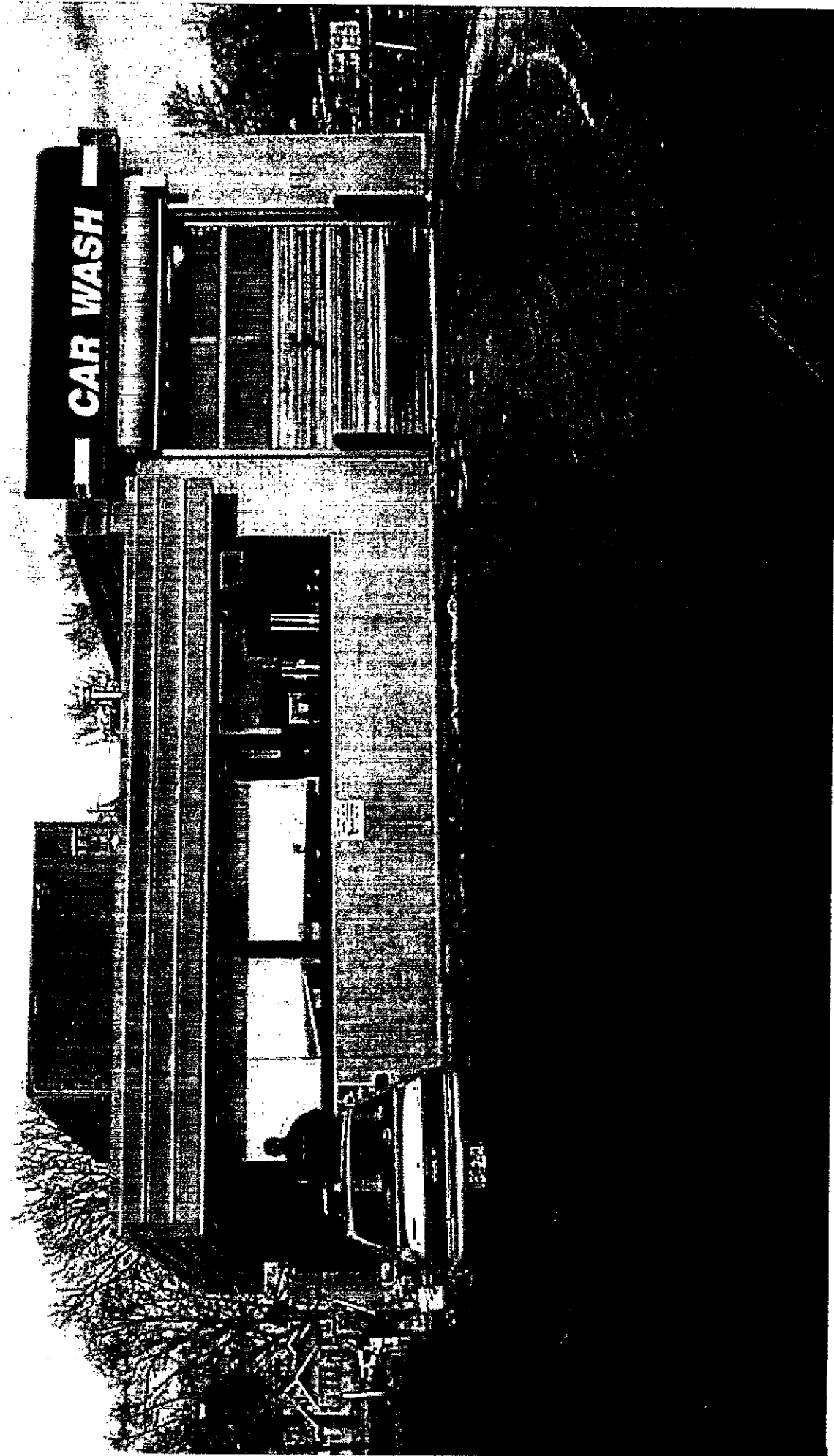
View of site facing south from across 46th St.

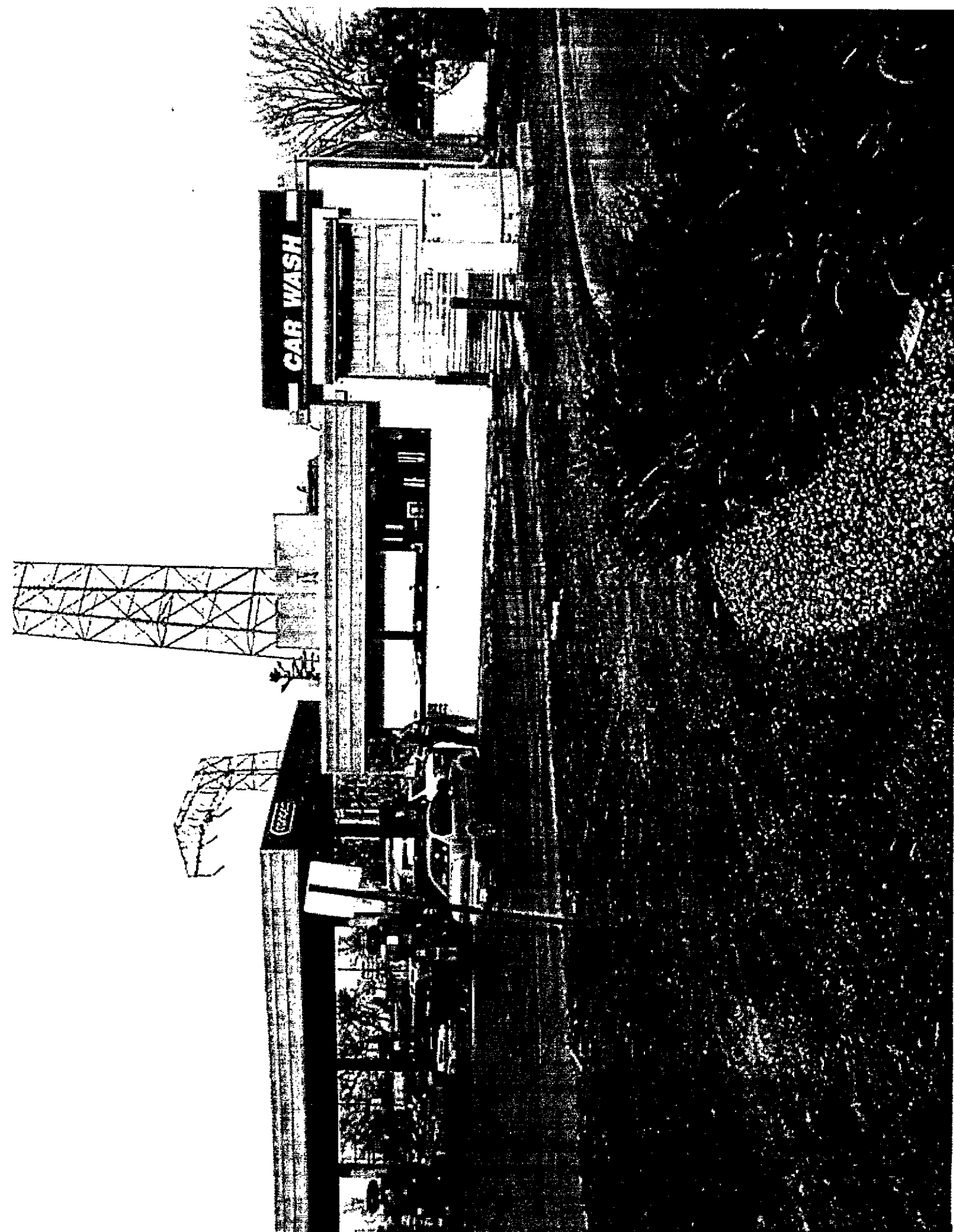


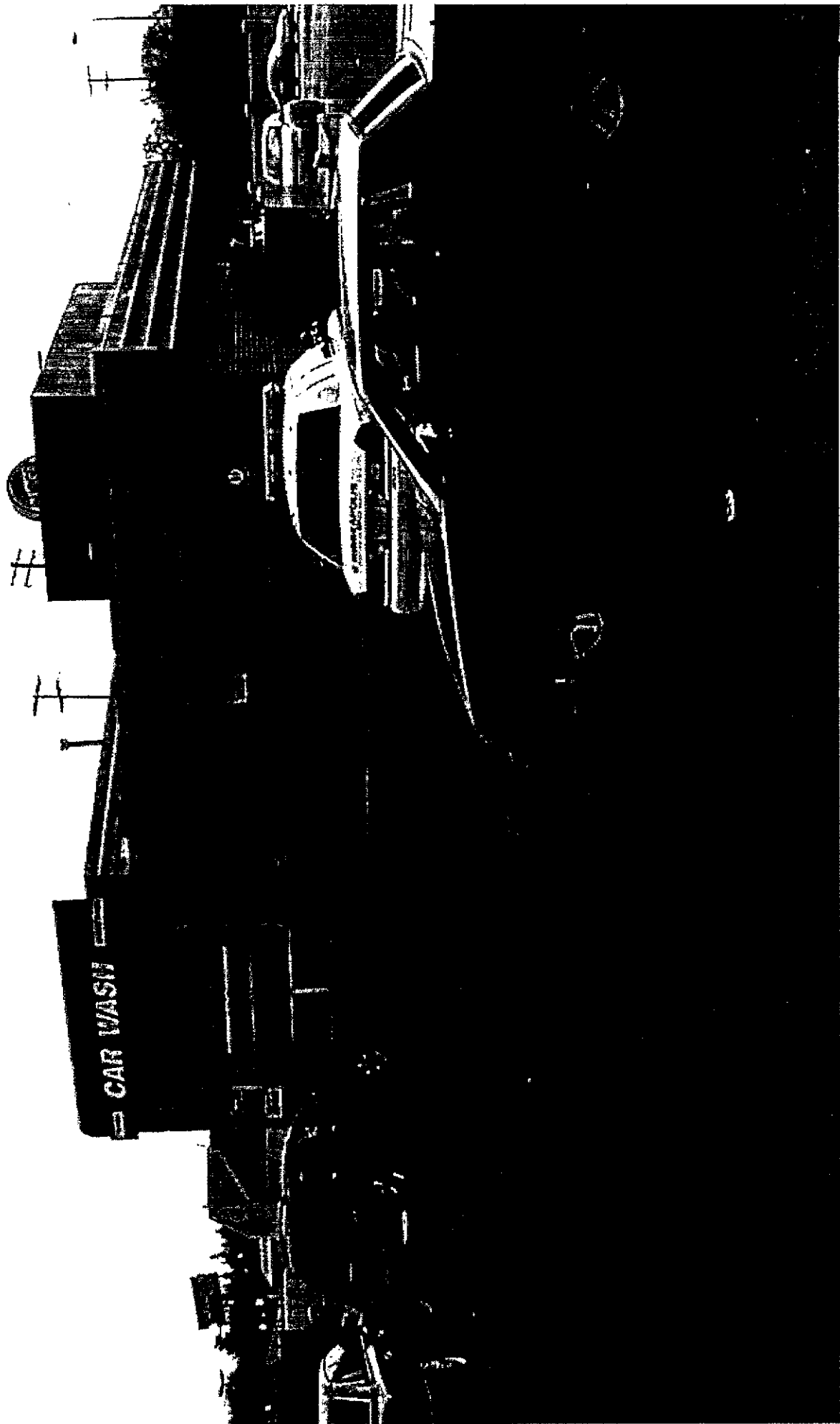
View of site facing south from across 46th St.









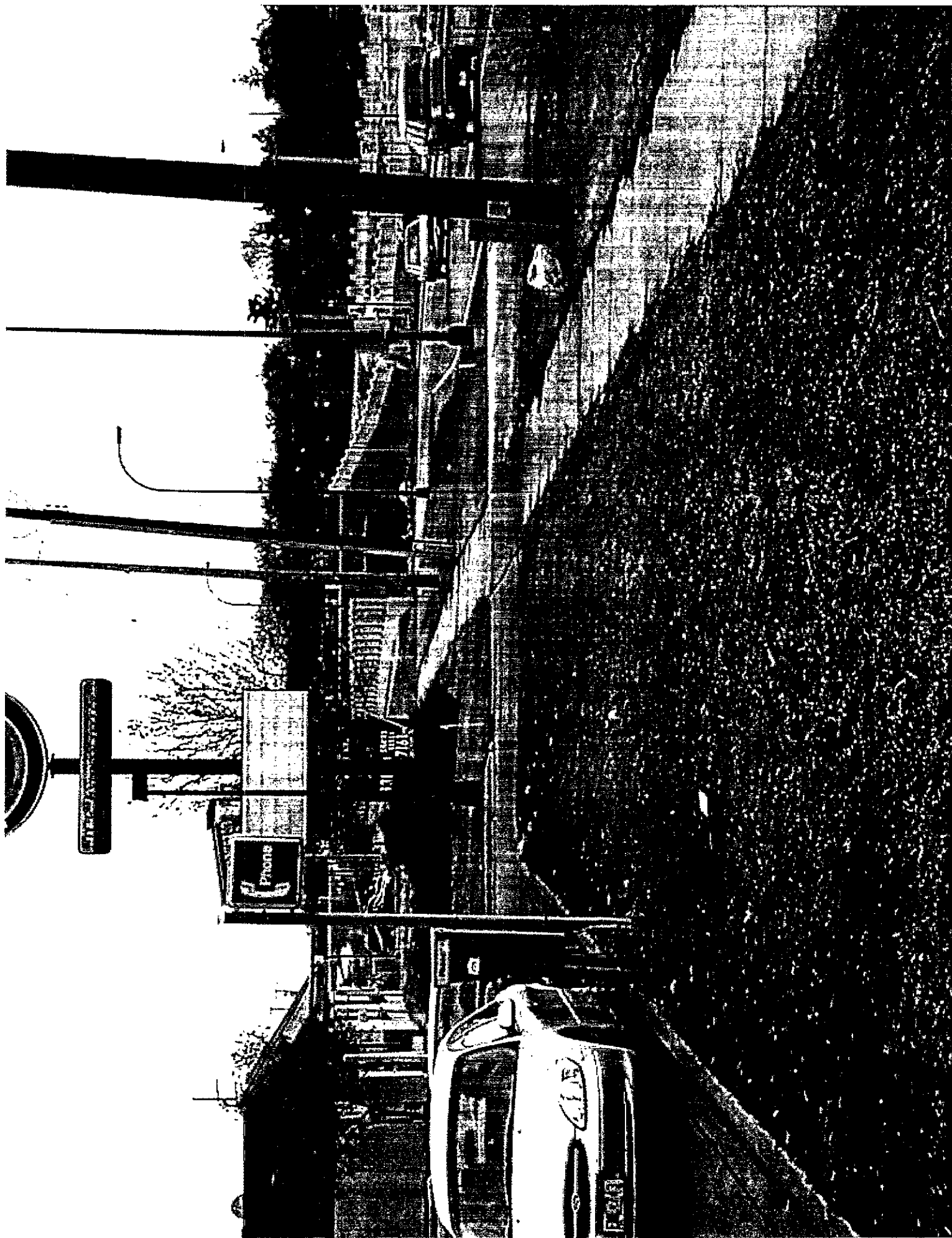


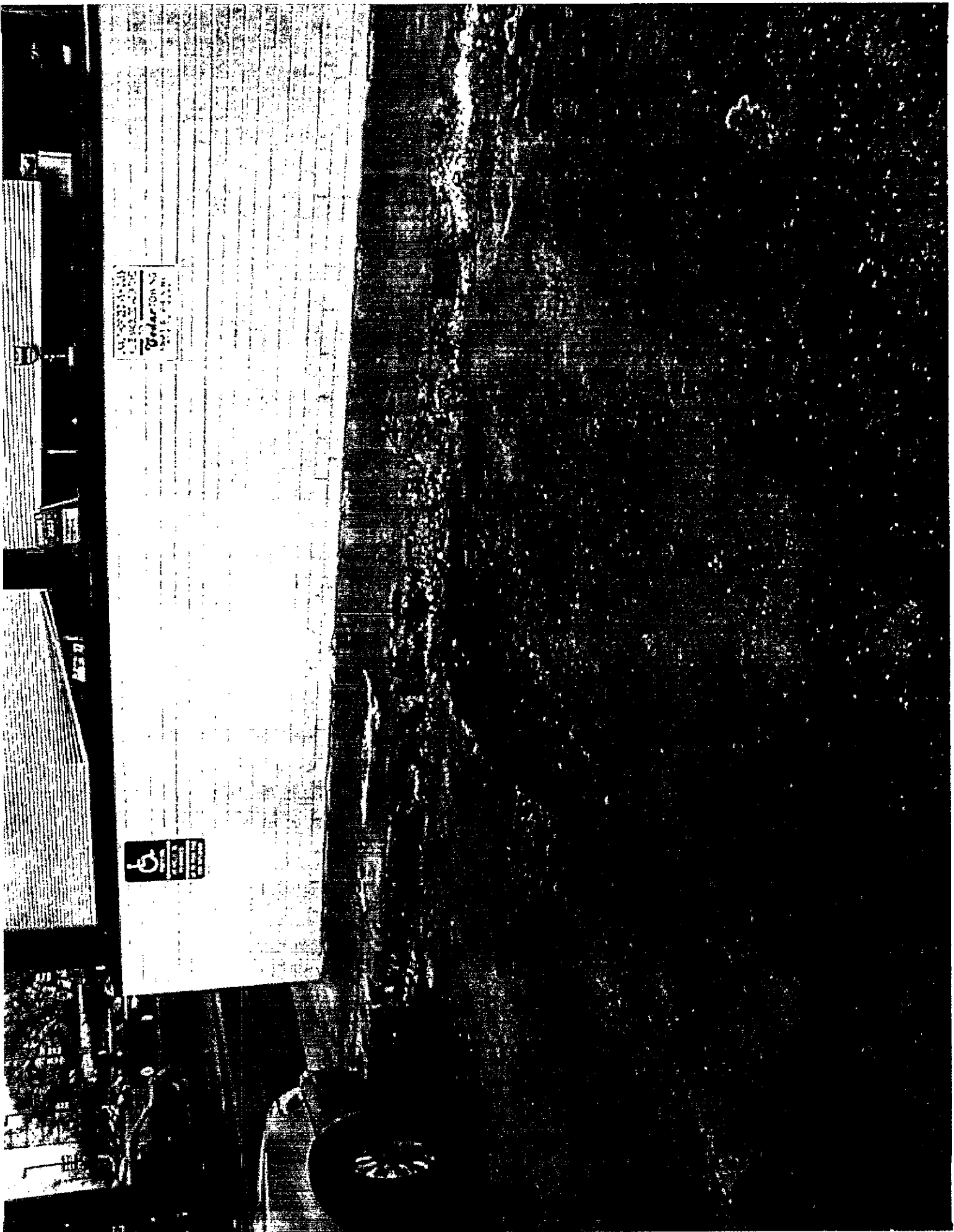
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GOD BLESS
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